LOK SABHA DEBATES

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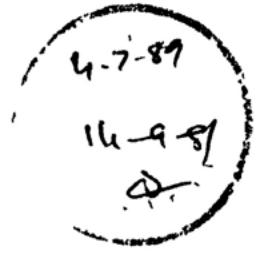
(24th February to 10th March, 1958)



FOURTH SESSION, 1958

(Vol. XII contains Nos. 11 to 20)

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NEW DELHI

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N. B.—The sign above a name of a Member on Questions, which were orally answered, indicates that the Question was actually asked on the floor of the House by that Member.

LOK SABHA

Friday, 28th February, 1958.

The Lok Sabha met at Eleven of the Clock

[MR SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Defective Construction of Ships in Hindustan Shipyard

\+

*570 **Shri Gajendra Prasad Sinha:**
Shri V. P. Nayar:
Shri H. N. Mukerjee:
Shri M. Elias:
Shri Vajpayee:
Shri Mohamed Imam:
Shri V. C. Shukla:
Shri Raghunath Singh:

Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 1312 on the 19th December, 1957 and state:

(a) whether the Committee appointed to investigate the circumstances leading to the defects noticed in the construction of 'Andamans', the Excise launch 'Vidyut' and the survey vessel for the Calcutta Port have since submitted their report;

(b) if so, what are their findings;

(c) what action has been taken against those who were responsible for the defective construction; and

(d) what is the financial loss involved?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No.

(b) to (d). Do not arise.

Shri Gajendra Prasad Sinha: May I know on what basis the French consultant was appointed in preference to the German or Japanese consultants?

Mr. Speaker: It is an old story.

Shri Raj Bahadur: It is very difficult to draw comparisons in this respect, particularly between nations which have been seafaring and which have established their reputation for shipbuilding industry. The French have got a very high reputation. Our experts chose this particular firm because this also had a very good history.

Shri Gajendra Prasad Sinha: Last time in reply to Starred Question No 1312, the hon. Minister said that a separate enquiry committee will be constituted to go into the detailed working of the Hindustan Shipyard. May I know whether that committee has been constituted and if so, what are its terms of reference?

Shri Raj Bahadur: I will have to refer to the answer to that question I require separate notice, because I am not quite sure about it.

Shri M. L. Dwivedi: This concerns directly the Shipyard, and so the hon. Minister should have been seized of the matter.

Mr. Speaker: There are some Parliaments in the Commonwealth where without getting previous notice, questions are asked on the floor of the House and answered. So far as such matters are concerned, the Ministers must be in full possession of fact.

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): The question is on s.s. *Andamans*. But in regard to what the hon. Member said, I do not remember to have made any announcement in

this House that an enquiry committee will be set up to go into the matter of the shipyard itself.

Shri Raj Bahadur: That is what I also said; I said I will have to check up.

Shri V. P. Nayar: May I know whether it is a fact that one of the Indian designers pointed out the defect in the designing of the s.s. *Andamans* and that after the construction, the engineer has been borne out by the fact that ship required an extra load of several hundred tons to keep it in the proper position in water?

Shri Raj Bahadur: It is a fact that after the ship was launched, the defect about this thing was noticed Bu the order for the manufacture of the ship was placed as far back as 1954 The entire ship was built and when it was launched, the defect was noticed.

Some Hon. Members *rose*—

Mr. Speaker: I will allow one question to every hon Member. Shri Raghunath Singh.

श्री रघुनाथ सिंह : हम यह जानना चाहते हैं कि क्या एंडमान के सम्बन्ध में कोई एनक्वायरी हो रही है कि इसका कंस्ट्रक्शन ऐसा क्यों हुआ ?

श्री राज बहादुर : जी हां, एनक्वायरी हो रही है और एनक्वायरी कमेटी की रिपोर्ट आज कल में ही मिलने वाली है ।

Shri H. N. Mukerjee: May I know if the Mercantile Marine Department of the Government of India at Calcutta have given a certificate of sea-worthiness last December to s.s *Andamans* for only six months and if so, whether this is being taken into consideration for fixing responsibility?

Shri Raj Bahadur: So far as sea-worthiness is concerned, the Lloyds, who were the established firm in this behalf have given a certificate of highest sea-worthiness. The Chief Surveyor of the Government of India also has certified it to be highly sea-worthy.

Shri Ramanathan Chettiar: May I know whether Shri Jal Patel, an engineer in the shipyard had given advice in regard to the s.s. *Andamans* and whether that advice was rejected by the French consultants?

Shri Raj Bahadur: It will be premature for me to go into the genesis of the construction of the ship. That will be a matter which I think will be taken note of by the committee which is already going into this question.

Shri Goray: Is it not a fact that this said architect had submitted a written note detailing the defects in the ship and had warned that if they were not repaired, the ship will not be sea-worthy?

Shri Lal Bahadur Shastri: I have also heard so, I have not seen anything in writing that Mr George Patel said something on the lines that the hon. Member has said But the enquiry committee has completed its report. Its report may be reaching here either this evening or tomorrow morning. I think—I am not quite sure—that that gentleman might have been invited to give evidence before that committee. So, it would be advisable to wait for the committee's report which will be in our hands by tomorrow.

Shri M. L. Dwivedi: In reply to parts (b) to (d) of the question, the Minister said, "Does not arise". There must be some financial loss involved and this question should have been replied to in some other manner. In the meanwhile, may I ask the Minister to place the report on the Table of the House?

Shri Raj Bahadur: The report has not yet been received.

Shri Tyagi: The loss is not a matter of report.

Shri Raj Bahadur: What we can say at present would be the cost of manufacture of the ship. The loss would be what additional items of work will

have to be undertaken in order to remove the faults. That cannot be assessed at the moment.

Shri H. N. Mukerjee: May I know if the original design of s.s. *Andamans* which was drawn up by an Indian naval architect was altered to its detriment by the French consultant and that the defect was noticed much earlier than Government took any steps to rectify it in 1957?

Shri Raj Bahadur: My information on the point is as follows I better read it out:

> "The classification plans for this vessel were obtained from the Shipyard's technical consultants A.C.L. The basic designs and the working drawings were, however, prepared by the Shipyard under the supervision of their technical consultants."

Shri Gajendra Prasad Sinha: May I know whether this French consultant is still working there and if so, when the term is going to expire?

Shri Raj Bahadur: The term is going to expire soon; at the moment they are working.

Shri Tyagi: May I know the total cost of the defective ship which has been manufactured?

Shri Raj Bahadur: Rs. 144 lakhs.

Indian Shipping Companies

*571. **Shri Shree Narayan Das:** Will the Minister of Transport and Communications be pleased to state:

(a) in how many cases the applications of Indian Shipping Companies for admission to various Shipping Conferences were rejected during the last year and the circumstances in which they were rejected; and

(b) the names of such Shipping Conferences which rejected the applications?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). A statement is laid on the Table of the Sabha. [See Appendix III, annexure No. 66.]

Shri Shree Narayan Das: From the statement it appears that some of the distinguished shipping conferences have been mduldging in discrimmation against taking any Indian shipping company?

Shri Raj Bahadur: I will not be able to say whether it is discrimination as such; but it is a fact that our applications for admission to those particular routes have been rejected.

Shri Shree Narayan Das: May I know whether it has been a regular feature that Indian shipping companies have not been admitted to such conferences and if so, what steps have Government taken in this regard?

Shri Raj Bahadur: No; it is not a regular feature. On some important routes, we have been admitted to this conference As a matter of fact, the shortage of our tonnage is a factor which operates against the expansion of our shipping companies.

Shri Joachim Alva: Has the Government of India at any time addressed a letter or communication to the British Ministry of Shipping stating how the conferences are working like closed clubs, excluding our shipping lines and stressing the desirability of our lines being admitted to these conferences?

Shri Raj Bahadur: We do make full use of the diplomatic channels in this regard and we shall do so in future also.

Shri Tangamani: The hon. Minister stated that we are not allowed to these conferences because we have not got sufficient tonnage. But in the statement laid on the Table, we find that the reason for not allowing the India Steamship Company Limited and the Eastern Shipping Corporation Limited is that the trade has already been adequately covered by the existing members. May I know which of the two answers is correct?

Shri Raj Bahadur: I am afraid the hon. Member has got the wrong impression or I was not quite clear. I did not say that the reason for rejecting our applications for admission to the Colombo conference particularly was the shortage of tonnage. I said that our expansion has been handicapped by shortage of tonnage.

Shri Hem Barua: In view of the fact that in rejecting the applications for admission to the International Conference, of the Eastern Shipping Corporation and the India Steamship Company Limited, they have adduced one reason namely that the trade is adequately represented, may I know if Government has examined whether this statement is correct or not?

Shri Raj Bahadur: I can safely assume that the Eastern Shipping Corporation and, for that matter, the Indian Steamship Company, Calcutta and the Indian Steam Navigation Company who applied for admission to this Conference, must have assessed the requirements of the trade, and *prima facie* they must have come to the conclusion that there is room for admission and for attracting some custom for themselves Otherwise they would not have applied

Medical College in Kanpur

*572. **Shri S. M. Banerjee:** Will the Minister of Health be pleased to state:

(a) whether it is a fact that 75% and 50% of the non-recurring and recurring expenses respectively of the Medical College in Kanpur are to be borne by the Centre; and

(b) if so, what amount has been sanctioned during 1957-58 and for 1958-59?

The Minister of Health (Shri Karmarkar): (a) The Central Government have agreed to meet 75% of the non-recurring and 50% of the recurring expenditure on the establishment of the Medical College, Kanpur, subject to a ceiling determined by the Government of India.

(b) No amount has been sanctioned during 1957-58 or for 1958-59.

Shri S. M. Banerjee: May I know whether it is a fact that the number of T. B. cases in Kanpur is the highest in India and, if so, whether there is a proposal to have a T. B. Hospital attached to this College and the financial aid likely to be given by the Centre for the purpose?

Mr. Speaker: Is there a proposal to attach a T. B. Hospital to the Medical College?

Shri Karmarkar: That is for the State Government to decide.

Shri S. M. Banerjee: May I know whether the hon. Minister's attention has been drawn to the foreign exchange difficulties faced by that College in getting apparatus for the Cancer Department and, if so, whether this difficulty is being removed by the Centre?

Shri Karmarkar: As the House is already aware, there have been foreign exchange difficulties all round and we look upon all such difficulties with the greatest possible sympathy, and whenever the Finance Ministry permits us....

Mr. Speaker: He is Minister of Health. A particular question has been put to him whether on account of foreign exchange difficulties there is delay in getting the Cancer plant or it is not possible to get it. If the hon. Minister has any information on that he may give it.

Shri Karmarkar: About the particular cancer plant I have no information, nor have I any other information about the hospital side.

Cooperative Farming in Orissa

*573. **Shri Panigrahi:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether any co-operative farming experiment has been undertaken

in Orissa in accordance with the decisions of the National Development Council; and

(b) if so, the number of such farms proposed to be located in Orissa in 1958-59?

The Minister of Co-operation (Dr. P. S. Deshmukh): (a) Yes Sir.

(b) Thirteen co-operative farming societies will be started in 1958-59

Shri Panigrahi: May I know what allocations have been made during the Second Five Year Plan for encouraging co-operative farming in the State?

Dr. P. S. Deshmukh: I have not got the figure of the total assistance proposed by the State Government for establishment of co-operative farming in Orissa; but so far as the proposed establishment of these thirteen co-operative farming societies is concerned a subsidy of Rs. 78,000 is proposed to be given in the year 1958-59.

Shri Panigrahi: May I know whether it is a fact that at the National Development Council meeting concern was expressed over the failure of small-scale co-operative farming and the fact that large-scale co-operative farming is taking its place; and may I know whether any decision has been taken on this?

Dr. P. S. Deshmukh: So far as I know we do not make any distinction between large-scale and small-scale co-operative farming. There is distinction in the credit societies. But so far as farming is concerned, at least the Central Government has not made any such distinction.

Shri P. R. Patel: May I know whether the members of these co-operative farming societies are only tillers or there are also others who do not till?

Dr. P. S. Deshmukh: They are expected to be only agriculturists.

Mr. Speaker: He wants to know whether they are actual farmers or persons who loan the land.

Dr. P. S. Deshmukh: By its very nature these are co-operative societies for farming purposes and they must be farmers.

Shri Yajnik: May I know whether they are the owners of farms or those engaged in agricultural pursuit and tilling?

Dr. P. S. Deshmukh: So far as I am aware, those persons who are in possession of land, whether as owners or as tenants, they can all be included in this.

Shri Thirumala Rao: May I know if these co-operative societies are service co-operatives or if the members are joint owners of the land, having equal rights in the land owned by the society?

Dr. P. S. Deshmukh: The actual amount of co-operation, whether it will be only for purposes of societies or for joint farming, will be determined when these societies are actually established. What I have given are the societies proposed to be established in 1958-59.

Shri P. R. Patel: What is the annual income of a member of this co-operative farming society?

Dr. P. S. Deshmukh: It has yet to be established

Shri Sinhasan Singh: May I know what particular facilities are granted to the members of these co-operative farming societies by the Government so that an impetus may be given to the people to form such societies?

Dr. P. S. Deshmukh: Different States are proposing different kinds of facilities. So far as these societies are concerned, as I have pointed out, it seems they are giving a subsidy of Rs. 6,000 per society.

मनी आर्डरों का वितरण

+

५७४ { श्री भक्त दर्शन :
श्री स० चं० सामन्त :

क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को १९५६-५७ में ग्रामीण डाक-घरों से मनी आर्डरों के वितरण में असाधारण विलम्ब के सम्बन्ध में कोई शिकायतें प्राप्त हुई हैं; और

(ख) इस स्थिति में सुधार करने के लिये क्या कार्यवाही की जा रही है ?

परिवहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री राज बहादुर) : (क) जी हां ।

(ख) स्थिति को सुधारने के लिये की गयी कार्यवाही को दर्शाने वाला एक विवरण पत्र (statement) सभा-पटल पर रखा गया है [देखिये परिशिष्ट ३, अनुबन्ध संख्या ६७]

श्री भक्त दर्शन : जो विवरण-पत्र सभा-पटल पर रखा गया है, उस में दिये गये उपायों के लिये धन्यवाद देते हुये मैं जानना चाहता हूं कि क्या गवर्नमेंट के ध्यान में यह बात आई है कि इन आदेशों के बावजूद भी अभी तक गांवों में काफ़ी अड़चन पड़ रही है और खास तौर से मुझे सूचना मिली है कि लाखों रुपये के मनी-आर्डर मेरे जिले गढ़वाल में कई महीनों से वितरित नहीं हुये हैं । क्या इस सम्बन्ध में कोई कड़ी कार्यवाही की जायगी ?

श्री राज बहादुर : मैं आशा करता हूं कि माननीय सदस्य को ज्ञात है कि जो कारण बताये गये हैं, उन में से अधिकांश ऐसे हैं, जो कि डाक विभाग के अधीन नहीं हैं । यह तो उन मार्गों की सुरक्षा के ऊपर निर्भर है, जिन पर की पया ले जाया जा सकता है । चूंकि डाकखाने काफ़ी बढ़ चुके हैं और ट्रैफिक भी काफ़ी बढ़ चुका है, इसलिये सम्भव है कि कहीं पर अधिक मनी-आर्डर जमा हो गये हों ।

श्री भक्त दर्शन : क्या मैं माननीय मंत्री को यह निवेदन कर सकता हूं कि इस सम्बन्ध में आज से ठीक तीन वर्ष पहले अर्थात् २८-२-५५ को मैंने यह प्रश्न सदन के सामने रखा था और क्या अब हैड्ज आफ़ सर्कल्ज और पोस्ट मास्टर्ज जनरल को खास तौर से हिदायतें दी जायेंगी कि इस बारे में तुरन्त कार्यवाही की जाय, ताकि जनता को कठिनाई न हो ?

श्री राज बहादुर : मैं इस आवश्यकता का अनुभव करता हूं, किन्तु मैं बताना चाहता हूं कि जहां तक हैड्ज आफ़ सर्कल्ज का सम्बन्ध है, इस बारे में वे पुलिस पर निर्भर हैं, क्योंकि जब तक वह न कह दें कि किस मार्ग पर कितना रुपया ले जाया जा सकता है और कोई मार्ग सुरक्षित है या नहीं, गांव में रात को डाकिया ठहर सकता है या नहीं, तब तक यह सम्भव नहीं हो सकता है ।

श्री स० चं० सामन्त : क्या मैं जान सकता हूं कि किन पोस्टल सर्कलों में एक हजार रुपये से अधिक भेजने का प्रबन्ध किया गया है ?

श्री राज बहादुर : मैं निश्चित रूप से उन जगहों का नाम नहीं बता सकता हूं, किन्तु विशेष अवस्था में हैड्ज आफ़ सर्कल्ज को यह अधिकार है कि वे ऐसी व्यवस्था कर दें ।

Shri Jaipal Singh: Has it come to the notice of Government, through the Press, that there has been a series of complaints that money orders sent to the Andamans and coming from the other side are being received, not by the payees, but by others?

Shri Raj Bahadur: I am not aware of any such cases, but I would be grateful if such things are pointed out to us.

Shri Tyagi: Are Government considering any proposal by way of distributing cheques in place of cash in such cases where there is risk of robbery etc. on the way?

Shri Raj Bahadur: The success of the cheque system depends upon the existence of branches of the banks....

Shri Tyagi: Postal Savings Banks also.

Shri Raj Bahadur: Postal Savings Banks and banks also.

Delegation to China

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*575. **Shri D. C. Sharma:**
Shri Bhakt Darshan:
Shri S. C. Samanta:
Sardar Iqbal Singh:

Will the Minister of **Food and Agriculture** be pleased to refer to the reply given to Starred Question No. 586 on the 28th November, 1957 and state:

(a) whether the report submitted by the delegation headed by Shri R. K. Patil which visited China has since been examined; and

(b) if so, the decision taken by Government on the report?

The Minister of Cooperation (Dr. P. S. Deshmukh): (a) The examination is not yet complete, but certain tentative decisions have already been taken.

(b) The question does not arise

Shri D. C. Sharma: May I know what tentative decisions have been arrived at?

Mr. Speaker: The hon. Minister said in his reply that some tentative decisions have been taken. Part (b) of the question is: "if so, the decision taken by Government on the report?"

The Prime Minister and Minister of External Affairs and Finance (Shri Jawaharlal Nehru): If a Mission is sent abroad, we are not called upon to make decisions on the report of the Mission; we profit by the report. It may affect our policy as many other factors do. The idea is not as if a report is presented to the House and a decision taken thereon. When a Mission goes abroad and reports to us on the conditions in Russia, America or China, that is information for us. We profit, we learn from it. But there is no decision in regard to the report directly except in so far as it may affect our general knowledge and policy.

Shri Jaipal Singh: We want to know what the profits are.

Shri Bimal Ghose: Sir, I rise one a point of order. The answer to part (a) of the question shows that certain decisions were taken on the report, may be tentative. If the Government had not said that any decisions were taken on the report, that is a different matter. There must have been certain recommendations on which certain decisions were taken.

Shri Jawaharlal Nehru: That is so, and I have no doubt that my colleague will give you those decisions. But, what I am saying is that they are not decisions on the report. They are in so far as they affect our policy. They are not precise recommendations that they should be done in India, but conclusions and other things. I merely wanted to clarify that answer. I have no doubt, if the House so desires, a fuller answer can be given at a later moment.

Mr. Speaker: Evidently, the hon Member who raised this point wants to know how far we have profited by the recommendations made in the report; whether there was any particular point which we had not noticed earlier, but which has taken into consideration now and implemented; otherwise, generally, the report stands.

Dr. P. S. Deshmukh: I should like to clarify that. The main recommendation was with respect to cooperative farming. We have circulated the views of this delegation to the various State Governments. Their replies have come in, and as a result of that we have decided to establish about 3,000 co-operative farming societies during the remaining period of the Second Five Year Plan.

Shri Tangamani: One of the recommendations about the co-operative farms was that one village in every 50 may be chosen for introducing co-operative farms. May I know whether these 3,000 come under that?

Dr. P. S. Deshmukh: Of course, not; the proportion would be much larger.

Shri Tyagi: With regard to the co-operative farms, which my friend said he has advised the State Governments to open, may I know if the directive is that these co-operative farms will draw their profits according to the lands pooled in these co-operative farms or according to the labour put in?

Dr. P. S. Deshmukh: We have not set down any rigid pattern. The main emphasis would be to have service co-operatives, but wherever the members are willing to pool their lands, of course, they will be encouraged to do so.

Supply of Andhra Rice to Madras

*576. **Shri E. Madhusudan Rao:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the surplus rice in Andhra Pradesh did not freely find its way into Madras as expected;

(b) if so, the reasons therefor; and

(c) the results achieved by the introduction of 'Zonal Arrangement' for the movement of foodgrains between the four Southern States?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b). Rice from Andhra Pradesh is moving to Madras through normal trade channels. The movements are not, however, heavy. The prices of rice in Madras which are comparatively lower do not apparently provide an attractive margin for the ward trend within the Zone but has also generated an actual downward trend.

(c) The formation of Southern Rice Zone has not only arrested the upward trend within the Zone but has also generated an actual downward trend.

श्री मधुसूदन राव : आपने जोंस बनाये हैं और आपने आंध्र से राइस को भेजने के बारे में स्कीम बनाई थी। मुझे जहां तक मालूम है आपकी यह स्कीम फेल हो गई है और मर्चेंटस है वे राइस को भेज नही रहे है। मै जानना चाहता हूं राइस के मूव न होने के क्या कारण है और इस के बारे में सरकार क्या कार्यवाही कर रही है?

Shri A. M. Thomas: It is not quite correct to say that the scheme which we have laid down as far as southern zone is concerned is not working. Rice is moving as would be seen from the figures with me. About 88,000 tons have moved in 1957 to Kerala and in the month of January 16,000 tons have moved. To Mysore about 54,000 tons moved in 1957 and about 6,000 tons in January. To Madras also it has improved a little; although it was moving out on an average of 1000 tons a month in 1957, the January movement shows 1,960 tons have moved by rail.

श्री मधुसूदन राव : आपने राइस के भेजने के बारे में जो फिगर्स दी हैं, उससे कहीं अधिक मात्रा में चावल वहां पड़ा हुआ है और जितना आपका चावल दूसरे प्रान्तों को भेजने का अनुमान है उससे कहीं ज्यादा चावल आप भेज सकते हैं। मैं जानना चाहता हूं कि और अधिक चावल भेजने के बारे में आप क्या तदबीर कर रहे हैं?

Shri A. M. Thomas: We must also understand that, as far as the production in the deficit States are concerned, in Kerala the production has been satisfactory, in Mysore it has been satisfactory and in Madras in Tanjore and Tirunelveli Districts we had a bumper crop, so much so, naturally, larger quantities would not move.

Shri Tangamani: The hon. Deputy Minister stated that after the introduction of the zonal system an average of only 1000 tons per month is being supplied to Madras State although the deficit will be to the extent of 10,000 tons. May I know whether the Government will take steps to purchase rice in Andhra and sell it at subsidized rates?

Shri A. M. Thomas: It may not be necessary, because Madras could normally manage with its internal production. It is because of heavy draw from Tanjore to Kerala that Madras becomes deficit in certain seasons. Since the rice crop in Tanjore has been very satisfactory, even inspite of the heavy draw to Kerala the prices in Tanjore are ruling at a reasonable level, and it may not be necessary to continue fair price shops and supply rice to Madras through fair price shops.

Shri Thirumala Rao: In view of the fact that small quantities of rice are moving from Andhra to the deficit areas, is there any complaint from producers and millers that large quantities are remaining unsold and accumulated in the State?

Shri A. M. Thomas: As the hon. House is aware, according to the latest figures that I have got we have procured about 1,53,249 tons as on 21-2-1958; that is, from 31st December we have procured 78,564 tons and since 1-1-1958, 74,685 tons. Hon. Members are aware that there have been complaints that there are large-scale smugglings from Andhra to neighbouring States. We have informed the State Governments about this matter. The Andhra merchants were also expecting that there would be an upward revision of prices. We have definitely told them that there would not be any upward revision.

Shri Wodeyar: May I know whether prices fixed by State Governments in southern zone are not adequate and as such smuggling has increased; if so, what action Government contemplates to check this smuggling and give proper prices to the growers?

Shri A. M. Thomas: With regard to fixation of prices, as far as the State of Mysore from which the hon. Member comes is concerned, the prices have been fixed in consultation with the State Government.

Mr. Speaker: We will go to the next question—Shri Surendranath Dwivedy: Question No. 577.

Shri M. L. Dwivedi: Sir, I request that Question 589 may be answered along with this.

Mr. Speaker: I find that Shri Surendranath Dwivedy is not present. Is Shri B. C. Mullick present? I find that he is also absent. Then we will take up the next question, 578.

कनाडा से गेहूं

*५७८. डा० राम सुभग सिंह : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि कोलम्बो योजना के अन्तर्गत कनाडा से इस वर्ष कितना गेहूं आने की आशा है ?

खाद्य तथा कृषि उपमंत्री (श्री ब० म० थामस) : लगभग १ लाख ४ हजार टन ।

Dr. Ram Subhag Singh: May I know the price at which this wheat is bought?

Shri A. M. Thomas: The funds are made available by the Government of Canada on a grant basis. It may not be quite in the public interest to give out the price at this stage, because

we are carrying on negotiations with other countries also.

Shri Kasliwal: May I know whether, in view of the fact that there is a possibility of a very good wheat crop this time, there is any reason to believe that there will be a downward revision of the quantity to be imported now from abroad?

Shri A. M. Thomas: There is no scope for a downward revision. we have contracted with Canada; on a deferred payment basis, to import about four lakhs of tons of wheat; on the Colombo Plan basis we are importing about 115,000 tons. More than 100,000 tons have already arrived and it is only a little more quantity that remains

Shri Sinhasan Singh: Just now, the hon. Deputy Minister said that they have already entered into a contract for four lakhs of tons of wheat from Canada, and to a previous supplementary about the price, he said it was not proper to disclose that in public interest as negotiations are in progress with other countries. The very fact that a contract has been entered into with Canada implies that some price must have already been fixed It should thus be mentioned.

Mr. Speaker: Negotiations are proceedmg.

Shri Sinhasan Singh: Already, there is a contract, which means finalisation of the contract for some price. Some price must be the basic price over which the contract has been entered into.

Mr. Speaker: That is the reasoning of the hon. Member. They have entered into an agreement for the purchase and they are negotiating for the price. So, there does not seem to be anything unreasonable.

Shri Sinhasan Singh: That is the way—

Mr. Speaker: That is the way in which Government have proceeded.

Shri P. R. Patel: Then the price of wheat at our godowns in our country may be less than our local wheat price.

Shri A. M. Thomas: It would not be less.

Shri Gajendra Prasad Sinha: In view of the fact that we are not going to cut our import and there are chances of a buffer crop of wheat, may I know whether Government is satisfied that our godown arrangement is more than sufficient?

Shri A. M. Thomas: Of course, there is the problem of storage. We are taking as many godowns as possible for storing the wheat which we are going to import.

Mr. Speaker: The hon. Minister replied that the price of the wheat purchased—to be paid for—the Canada wheat, may not be less than the ruling price here.

Shri Prabhat Kar: Will it be more or less?

Mr. Speaker: It is a further question. I am going to the next Question.

फार्म नेताओं की अमेरीका यात्रा

*५७६. श्री सन्जू पाण्डे : क्या खाद्य तथा कृषि मन्त्री यह बतानें की कृपा करेंगे कि :

(क) क्या कृषि फार्म नेताओं का कोई दल संयुक्त राज्य अमेरिका जाने वाला है; और

(ख) यदि हां, तो उन की यात्रा का उद्देश्य क्या है ?

सहकार मंत्री (डा० पं० शा० देशमुख): (क) जी हां ।

(ख) (१) फार्म और सामुदायिक जीवन, संगठन और उनकी कार्यवाहियों का अवलोकन ।

(२) ग्रामीण विकास में फार्म संगठनों, सहकारी संगठनों और अन्य समूहों के कार्यों

का अध्ययन और ऐसे संगठन किस प्रकार बनते और कार्य करते हैं।

(३) विस्तार, उधार और अन्य किस्मों के ग्रामीण सुधार कार्यक्रमों का अध्ययन और किस प्रकार किसान उनमें भाग लेते हैं।

(४) भारतीय कृषि नीतियों और कार्यक्रमों के सम्बन्ध में यू० एस० ए० के संबठित फार्म समूहों से विचार विमर्श।

श्री सरजू पाण्डे : क्या मैं जान सकता हू जो कृषि फार्म लीडर्स गये हैं उनकी तादाद कितनी थी और उन्होंने अमरीका में किन २ स्थानो का भ्रमण किया है ?

डा० पं० शा० देशमुख : उनकी तादाद २० थी और ३ से साढे ४ महीने तक वे वहां ठहरे और काफ़ी जगह घूमे। उसकी तफसील देने मे काफ़ी समय लगेगा। एक, दो ग्रुप्स बना कर कुछ युनिवर्सिटियो मे भी गये।

श्री अगदीश अवस्थी क्या मैं जान सकता हू कि जो कृषि फार्म लीडर्स अमरीका गये है वे क्या उस सरकार के बुलावे पर गये हुए है और उनका खर्चा कौन वहन करेगा ?

डा० पं० शा० देशमुख . उनका खर्चा टी० सी० एम० उठायेगा और वे अमेरिकन फ़ार्म ब्यूरो फेडरेशन के इनवीटेशन पर गये है।

Shri N. R. Munisamy: May I know how this team is formed? Are the representatives drawn from all the States?

Dr. P. S. Deshmukh: There are various States. Most of the States are represented.

श्री भक्त दर्शन : श्रीमान्, क्या गवर्नमेंट के ध्यान में यह बात आई है कि अभी तक जो हमारे भारतीय युवक अमरीका जा कर वापिस आये हैं उनमें से अधिकांश लोग खेती का काम नहीं कर रहे हैं अपितु वहां से केवल अपना स्टैण्डर्ड आफ़ लिविंग ऊंचा करके आये है ?

डा० पं० शा० देशमुख : यह सही नहीं है।

Shri Thirumala Rao: May I request the hon. Minister to tell us whether this Department keeps contact with those farm leaders after they return to this country and finds out how far they are implementing practically what they have seen and learnt during their sojourn?

Dr. P. S. Deshmukh: It does not keep a regular contact, but we do know what work these people are doing and occasionally as a result of the representation of the Farmers' Organisation on various committees, we utilise their services and they are found to be profitable.

Shri P. R. Patel: May I know whether any member of this team, which went abroad, is a representative of any Farmers' Association or Organisation in this country?

Dr. P. S. Deshmukh: Yes, Sir. Some of them are.

Shri Achar: Sir, on a point of order. My friend Shri Bhakt Darshan put a question whether those who return from abroad do not take to agriculture. He said that they do not take to agriculture and do not do anything, and asked whether that fact has come to the notice of the Government. There was no answer May I know the answer?

Dr. P. S. Deshmukh: I have answered that question. That is not correct.

Mr. Speaker: Yes; that was not correct. I think that the hon. Member wants a repetition of that so that there may be a greater emphasis on it. Is it? Next question.

Additional Train between Delhi and Madras

*580. **Shri B. S. Murthy:** Will the Minister of Railways be pleased to state whether Government are considering a proposal for running another fast daily train besides the Grand Trunk Express from Delhi to Madras and *vice-versa*?

The Deputy Minister of Railways (Shri Shahnawaz Khan): There is no such proposal in view.

Shri K. U. Parmar: May I know whether there is any proposal under consideration for running a Janata Express between Ahmedabad and Delhi and, if so, from when?

Mr. Speaker: Is it on the way to Madras?

Shri Narayanankutty Menon: In view of the fact the Grand Trunk line is crowded and also in view of the fact that the *de luxe* tram is not regular and is more or less unpopular, may I know whether the Government will consider substituting the vestibule train by another express?

Shri Shahnawaz Khan: The vestibule train runs biweekly and we have already replaced one air-conditioned coach with three ordinary third class coaches.

Shri Tangamani: Will it be a biweekly or a daily service?

Shri Shahnawaz Khan: There is no proposal to run any additional express.

Shri Pattabhi Raman: Is there any proposal to stop the *de luxe* train, or will it continue hereafter at least? I mean the vestibule train which was started last week again. Is there any proposal to stop it again after sometime?

Shri Shahnawaz Khan: When it gets out of order!

Shri Vajpai: There was a question about an express between Ahmedabad and Delhi. There was no reply, I believe.

Mr. Speaker: I have over-ruled that. That does not arise out of this question.

Sugar Factories in Punjab

*581. **Shri Ajit Singh Sarhadi:** Will the Minister of Food and Agriculture be pleased to state the names of sugar factories in Punjab that have been allowed to increase their production capacity and the new ones that are being given licences to consume the increased sugarcane being produced under the Second Five Year Plan?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): A statement is laid on the table of the Sabha. [*See* Appendix III, annexure no. 68]

Shri Ajit Singh Sarhadi: May I know whether it is the policy of the Government that licences would not be given for the co-operatives of growers?

Shri A. M. Thomas: That is the general policy.

Sardar Iqbal Singh: May I know whether the licence given to the Moridna sugar mills has been withdrawn due to another mill having increased its production?

Shri A. M. Thomas: In fact, it has been rejected because of three reasons Firstly, no spare capacity was available for licensing. Secondly, there was another co-operative factory in Jullundur district. Thirdly, there have been difficulties about the grant of import licence for machinery due to the tightened foreign exchange position

Sardar Iqbal Singh: My question was the Phagwara sugar mill was given licence to increase its production and the licence for another co-operative sugar mill was withdrawn. One is a private sugar mill and the other is a co-operative sugar mill.

Shri A. M. Thomas: According to the information in my possession, it appears that only two mills have been

given licence to have additional capacity. They are: The Yamunanagar Sugar Mill Ambala, and the Phagwara Sugar Mill in Kapurthala. One has been allowed to expand its capacity by 3,250 tons and the other to 1,200 tons.

Shri D. C. Sharma: Are the Government aware of the fact that some persons are trying to corner these shares by *benami* way, and are trying to control these mills in such a way that they do not subserve the good of the people?

Shri A. M. Thomas: The Government is not aware of any such development.

Shri Jadhav: What is the average yield of sugar per ton in Punjab? How does it compare with that of Bombay State?

Shri A. M. Thomas: It is 8·74 per cent in Bhogpur as against 9·32 per cent, in the case of sugar mills working there.

Shrimati Tarkeshwari Sinha: In view of the fact that the prospect of export of sugar is not very happy during 1958, may I know whether Government is going to exercise any restriction in the licensing policy or whether the same licensing policy will be followed?

Shri A. M. Thomas: In fact, the targeted additional capacity laid down in the Second Plan has already been exceeded.

Train Service on Eastern Railway

*583. **Shri Halder:** Will the Minister of Railways be pleased to state:

(a) whether all trains of Sealdah southern section of Eastern Railway were stopped from 8 a.m. to 8 p.m. on the 10th January, 1958;

(b) if so, what are the causes of this irregular running of trains, particularly on this section; and

(c) what steps Government have taken to stop such irregular running of trains?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No, but the running of Suburban trains on the Lakshmikantapur and Diamond Harbour sections only of the Southern Section of Sealdah remained suspended from 8.33 to 20.20 hours on 10-1-58.

(b) Due to unjustified squatting of passengers on the railway track at Baruipur station.

(c) Public interference is a law & order problem and essentially lies in the purview of the State Government.

Shri Halder: May I know what steps Government have taken to replace those locomotives which have gone out of order?

Shri Shahnawaz Khan: The locomotives are replaced on condition basis, and those locomotives which are considered unfit to run on lines are withdrawn.

Shri Halder: Are these old locomotives not one of the causes for the accidents?

Shri Shahnawaz Khan: No, Sir. That is not a fact.

Disposal of Representations from Railway Employees

*584. **Shri Harish Chandra Mathur:** Will the Minister of Railways be pleased to refer to the assurance given by him in the Lok Sabha durring the discussion on the Railway Budget on the 23rd May, 1957 regarding quicker decisions on representations received from employees and state:

(a) how many representations are pending consideration with the Railway Board for over (i) six months (ii) 1 year and (iii) 2 years; and

(b) what steps have been taken so far by Government to implement the assurance referred to above?

The Deputy Minister of Railways (Shri Shanawaz Khan): (a) (i) Nil.

(ii) 9,

(iii) Nil.

(b) Necessary instructions have recently been issued to all railway authorities to ensure expeditious disposal of all representations.

Shri Harish Chandra Mathur: What is the nature of the instructions that have been issued? Does the Railway Minister get any returns in connection with the instructions that have been issued?

Shri Shahnawaz Khan: The instructions were issued in November 1957. They were in the nature of directives to the General Managers to settle cases expeditiously.

Shri Harish Chandra Mathur: Is the hon. Minister aware that there are a number of cases which are not only not disposed of within the specified period but are not even forwarded? What check does the Minister exercise over such cases?

Shri Shahnawaz Khan: Barring the cases I have just read out, I am not aware of any such cases. If the hon. Member is aware of any such cases, I will be greateful to have them.

Shri Harish Chandra Mathur: Is the hon. Minister aware of such cases pending with the General Managers? The information now given is only in respect of the Railway Board. The assurance was in respect of all cases; part (b) refers to all cases. May I know what check the hon. Minister exercises over such cases?

Mr Speaker: Do you call for any statistics from time to time?

Shri Harish Chandra Mathur: I am not asking for statistics. I only want to know the procedure and what check he exercises. Does he call for a six monthly or monthly report? I want to know the procedure adopted by the Minister.

Mr. Speaker: The hon. Member wants to know whether the Minister looks into the complaints that are brought to his notice, independently of the department from time to time. Are the statistics sent to him for purposes of checking? Does he have an inspector or somebody of that kind?

Shri Shahnawaz Khan: The directives are issued to the General Managers by the Railway Board, and we expect that those directives would be given effect to. The hon. Member would appreciate that it is not possible for the Railway Board to keep check on every minor order that we issue. We expect those orders to be obeyed and carried out.

Shri S. M. Banerjee: May I know whether representations will be received by the Railway Board from those unions which are not registered and recongnized?

Shri Shahnawaz Khan: No.

Shri S. M. Banerjee: If their representations are not entertained, what are the chances of their grievances remedied, if they are genuine? Has any decision been taken to give them a forum for discussion?

Mr. Speaker: Again and again it has been stated that when a union is not recognized, the individuals concerned can represent individually.

Shri S. M. Banerjee: But Government orders are very clear on the subject.

Mr. Speaker: The hon. Member can raise it when he speaks on the Railway budget.

Shri H. N. Mukerjee: In view of the Minister's assurance in the House last year that he would personally and expeditiously examine representations from employees against their discharge on grounds of alleged political association, may I know if his attention has been drawn to the accumulation of such representations, specially in the three eastern zones?

Shri Shahnawaz Khan: All I can say at this stage is that we are doing

everything in our power to expedite the settlement of those cases. In many cases, they have to be referred back to the State Governments and to the General Managers concerned, and it takes time. But I can assure the hon. Member that the Railway Minister has this issue very much in his mind and he is taking the necessary steps.

Shri Harish Chandra Mathur: May I know whether the assurance given by the hon. Minister only meant that a simple directive will be issued, or it meant anything beyond that?

Mr. Speaker: Again and again the hon. Member is putting the same question in another form. Beyond issuing a directive to the General Managers, who are the heads of administration, nothing more has been done. If specific cases are brought to the notice of the Minister, he will look into them.

Master Plan on Flood Control

*585. **Shri Bali Reddy:** Will the Minister of **Irrigation and Power** be pleased to state:

(a) the details of the Master Plan on flood-control, prepared by the Government of India;

(b) the main features of the programme; and

(c) the areas covered by this scheme?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) to (c). A statement explaining the position is laid on the Table of the House. [See Appendix III, annexure No. 69]

Shri Bali Reddy: May I know the areas covered by that scheme in the State of Andhra Pradesh?

Shri S. K. Patil: No, for that separate notice is required.

Shri Hem Barua: In view of the reply given to me for an earlier question, when the Minister was pleased to state that a Master Plan for the Brahmaputra floods was under consideration and the reports of the River Commission were being examined, may I know at what stage the Master Plan is at present? Is it still in the embryo of consideration?

Shri S. K. Patil: No. It is being considered, as the reply has stated. Because, if it is a Master Plan, that is, a plan that covers more than one State, there are various stages. It goes to the River Commission and the Central Flood Control Board. It has not passed through all the stages so that I could be in a position to give an outline of the Master Plan.

Shri Hem Barua: In the statement it is stated that the plan of the State Government, i.e., the Government of Assam, is with the Ministry at present. May I know steps the Ministry has taken on the plan submitted by the State Government? It is in the statement laid on the Table of the House.

Shri S. K. Patil: Such plans are first examined by a high-level committee They have not passed beyond that stage, because the high-level committee was appointed in 1957, towards the latter half. Therefore, I am not in a position to know exactly the position unless it comes back to the Ministry.

Shrimati Tarkeshwari Sinha: May I know whether any decision has been taken by the Government about the financial liabilities to be shared between the Central Government and the State Governments over the implementation of this Master Plan?

Shri S. K. Patil: No. We have not taken any decision in that regard. Once we know the size of the problem, then the decision would be taken. We have not come to that stage yet.

Colony for Jamuna Bazar Residents

*587. **Shri Rameshwar Tantia:** Will the **Minister of Health** be pleased to state whether there is any proposal under consideration to build a colony across the Jamuna Bridge in Delhi to house the residents of Jamuna Bazar?

The Minister of Health (Shri Karmarkar): Yes, Sir. A proposal to develop 50 acres of land across the river Yamuna for constructing 60 tenements to house some of the residents of the Jamuna Bazar slum area is under consideration.

Shri Rameshwar Tantia: May I know whether the hon. Minister is aware of the unhealthy conditions on account of insufficient sanitary arrangements in the *bustis* near the Asoka Hotel and Vinay market and whether any proposal is also under consideration to build up some type of colony there?

Shri Karmarkar: I happen to go there for a walk every day morning. They are far better than other slums. Of course, there are a few cottages, hundred or so. We are trying to house them in what we call labour camps. Otherwise, the conditions are not so insanitary. Perhaps we may meet on that road some time.

Shri Rameshwar Tantia: We live in that area. There is no latrine for these *busti* dwellers. So, they go in the *maidan*. I wanted to know whether there is any sanitary arrangement there.

Shri Karmarkar: I appreciate the fact that there has been much of unauthorised squatting there. After consideration, we have made arrangements for open hydrants there; public hydrants. Regarding sanitary arrangements, the difficulty is, if you take permanent measures for giving them all types of facilities, they will never move from that place. Our desire and effort is to give them the minimum and not the maximum comfort.

Mr. Speaker: There seems to be a small Parliament inside this Parliament. What is the meaning of hon. Members, eight or nine, going on chatting and laughting together? I am not able to get on with the work. I am not able to follow a single answer given by the hon. Minister.

Shri Karmarkar: In that locality, as I said, on account of building work in the Asoka Hotel, certain workers are staying there. Further, some unauthorised occupation is there. With respect to these localities where there is congestion, our idea is this. We have framed a scheme by which the labourers could be given developed land so that they can build or we build for them. In such areas where there is unauthorised occupation, the idea is not to give them the maximum comforts so that they may continue to squat. From the human point of view, we make some arrangements, minimum provision for water from hydrants, and things like that. The idea is not to give them the same conforts as in other parts of the city. I can appreciate my hon. friend's complaint that sanitary arrangements are not good. The idea is not to give them enough arrangements.

Dr. Sushila Nayar: Is the Government aware that the number of such unauthorised *bustis* is continuously on the increase? If that be so, what step has the Government taken or it proposes to take to prevent the increase of such insanitary and unauthorised *bustis*?

Mr. Speaker: We are going away from one small question.

Shri Karmarkar: It is an important question for Delhi. If I may be permitted to answer this, Sir, there are two aspects of this problem. One is Government land. Unauthorised construction on Government land or public land has almost ceased. With regard to private land, both the land owners and the builders are interested in doing so: construction unauthorised in the sense that sometimes they do not take the permission of the relevant authority, for that purpose. During the last 2 or 3 years, it has reached the peak point. These days it has eased a little. The proper solution is to provide sufficient developed land. For that, we are trying to do our best.

श्री म० ला० द्विवेदी : पिछले सेशन में मंत्री महोदय ने उत्तर देते हु यह बतलाया था कि जमना बाजार के लोगों के लिये किलोकरी में एक कालोनी बनायी गयी थी और वहां बिजली की और दूसरी सुविधायें देने का प्रबन्ध किया जा रहा है। मैं जानना चाहता हूं कि क्या वहां बिजली, पानी और पोस्टल व्यवस्था का प्रबन्ध हो गया है ?

श्री करमरकर : मेरा खयाल है कि वहां इन्तिजाम हुआ है, सबजेक्ट टू करेक्शन, क्योंकि कोई तीन सौ फैमिलीज को वहां भेजा जा चुका है : मै समझता हूं कि अगर वहा बिजली आदि की सुविधा न होती तो हम उनको नही भेज सकते थे। निश्चित रूप से मैं बाद में बतला सकता हूं।

Shri Gajendra Prasad Sinha: The hon. Minister said that there are some unauthorised persons round the Asoka hotel. Is it not proper to make some temporary arrangement in view of the fact that Government may ask them to go away from there? But, now there are plenty of people. Is it not possible to make some temporary arrangement for sanitation?

Mr. Speaker: That is a suggestion for action.

Shri Karmarkar: Yes.

Acquisition of Vessels from Germany

*588. **Shri Raghunath Singh:** Will the Minister of **Transport and Communications** be pleased to state whether it is a fact that Indian Steamship Company Ltd., Calcutta had acquired 12 motor cargo vessels of about 11,500 D. wt each from West Germany?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): The India Steamship Co. Ltd., Calcutta have, since the beginning of the First Five Year Plan, placed orders for the construction of 10 motor cargo vessels of 11,500 dwt. each on a West German yard. Five of these ships have already been delivered and the remaining five are under various stages of construction.

श्री रघुनाथ सिंह : मैं यह जानना चाहता हूं कि इनमें से किसी एक जहाज की कीमत क्या होगी, और यह कि हिन्दुस्तान में विशाखापतनम में जो जहाज बनते हैं उनसे इनकी कीमत ज्यादा है या कम ?

श्री राज बहादुर : कुल कीमत क्या है यह तो मैं बतला सकता हूं किन्तु प्रत्येक जहाज की या किसी एक जहाज की कीमत फौरन नहीं बतला सकता।

श्री रघुनाथ सिंह : मै तो सिर्फ यह जानना चाहता हूं कि विशाखापतनम में जो जहाज आप तैयार कराते है उन जहाजों की अपेक्षा जरमनी के ये जहाज सस्ते है या महंगे ?

श्री राज बहादुर : निश्चित रूप से सस्ते है ।

श्री म० ला० द्विवेदी : मै यह जानना चाहता हूं कि क्या सरकार इस बात का कोई प्रबन्ध कर ही है कि जो हमारे यहां जहाज बनते है वे विदेशी जहाजों से सस्ते होने लगें ?

श्री राज बहादुर : जरमनी के जहाज सस्ते है और उनकी अपेक्षा विशाखापतनम के बने जहाज महंगे हैं ।

श्री म० ला० द्विवेदी : मै यह पूछ रहा हूं कि विशाखापतनम में जो जहाज बनते हैं वे सस्ते होने लगें क्या इस के लिये कोई व्यवस्था की जा रही है ?

श्री राज बहादुर : जो शिपयार्ड का मैनेजमेंट है वह इस बात का निरंतर ध्यान रखता है और सस्ते जहाज बनाने की व्यवस्था करने की चेष्टा करता है।

Bhakra Dam

*589. **Shri Ram Krishna:** Will the Minister of **Irrigation and Power** be pleased to refer to the reply given to

Starred Question No. 424 on the 25th November, 1957, and state the progress so far made in the construction of the Bhakra Dam?

The Minister of Irrigation and Power (Shri S. K. Patil): The work on the construction of the Bhakra Dam is proceeding satisfactorily. Concreting is being done in three shifts and about 50 % of the concreting work has so far been completed

Shri M. L. Dwivedi: Will it be possible to take Question No. 577 also along with this? It was left out.

Mr. Speaker: The hon. Member was not here which I called the question.

Shri M. L. Dwivedi: Because this question has come, it may be possible for the Minister to answer.

Mr. Speaker: The hon Minister. Has he got the answer? Is he prepared?

Shri S. K. Patil: Yes, Sir.

Bhakra Nangal Project

*577. {Shri Surendranath Dwivedy: / Shri B. C. Mullick:}

Will the Minister of Irrigation and Power be pleased to state:

(a) the latest estimates of the cost of the Bhakra Nangal project;

(b) the amount of the original estimate;

(c) the total loan payable by the Punjab State to the Centre on account of the project; and

(d) the difference between the planned and actual repayment by the State?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) to (d). A statement giving the required information is laid on the Table of the House. [*See* Appendix III, annexure No. 70]

Shrimati Tarkeshwari Sinha: What are the criteria of the productive test of the Bhakra Nangal project? May I know whether the Bhakra Nangal project is expected to pay back the interest on the capital invested during the 10 years, the scheduled period?

Mr. Speaker: Does it arise?

Shrimati Tarkeshwari Sinha: It does arise.

Shri S. K. Patil: It is rather a very large question. When the project is completed by about 1961, it will start giving yield. So far as the electricity portion is concerned, it has already started giving some yield. If we complete the full electricity programme and get somewhere about 300 megawatts, the yield will be there. It is very difficult to say very precisely as to whether we shall be in a position within the stipulated period of 15 years to pay back the money.

Sardar Iqbal Singh: May I know whether work on the power plant and Bhakra dam transmission lines in that area is also proceeding according to schedule and if not, what steps have been taken to work according to schedule?

Shri S. K. Patil. So far as my information is concerned, it is according to schedule. All the different things we are taking together so that there should be no delay after one part of the plan is completed.

Shri Tangamani: In reply to question No. 577, I find that the original estimate was Rs 75 crores and the latest estimate of the cost of the Bhakra Nangal project is Rs. 170 crores. May I know why there is this considerable increase?

Shri S K. Patil: For one thing, all the reasons are given The main reason is, we are now impounding ten times more quantity of water. Besides the cost of materials rising, devaluation of the rupee immediately afterwards—these are various reasons—the main reason is, we are now impounding water under the latest proposal nearly 10 times more than what it was proposed ten years back.

Shri Harish Chandra Mathur: Is it not a fact that according to the

schedule, electric supply should have been made available to Rajasthan a year earlier, but it has not been made available even now, and is likely to take another six months?

Shri S. K. Patil: It is right. We are extremely sorry that that was done, but it was owing to reasons beyond our control, and the Punjab Government that looks after it has been cautioned against it. Surely, as early as we can, that part of it will be fulfilled.

श्री स० ला० द्विवेदी : भाखरा नंगल में विलासपुर नगर और दूसरे जो गांव सबमर्ज हो गये हैं, उनके निवासियों को सैटल करने के लिये जो मुआविजा दिया गया है, वह बहुत अल्प है और इसलिये वहां पर बहुत असन्तोष है । मैं जानना चाहता हूं कि क्या इसके सम्बन्ध में कोई प्रार्थनापत्र आये हैं । यदि हां, तो इस बारे में सरकार क्या करने जा रही है ?

श्री स० का० पाटिल : यह सवाल इस सवाल से पैदा नहीं होता, लेकिन हमारी नीति है कि जहां तक कम्पेन्सेशन का सवाल है जितना रीजनेबिल कम्पेन्सेशन कहा जाता है, माना जाता है, वह दिया जायगा । अगर वह कम होगा, तो एप्लिकेशन्ज वगैरह आ सकती हैं और हम सोच-विचार करके उस पर जो करना होगा, वह जरूर करेंगे ।

WRITTEN ANSWERS TO QUESTIONS

Guna-Ujjain Rail Link

***582. Shri T. B. Vittal Rao:** Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 1129 on the 16th December, 1957 and state:

(a) whether the examination of the reports of traffic and engineering surveys regarding Guna-Ujjain rail link has since been concluded; and

(b) if so, when this work will actually commence?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Not yet. As the economics of the line is greatly involved, scrutiny of the traffic prospects would take time.

(b) It is too early to say.

Hirakud Dam Project

***586. Shri Sanganna:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that the earthen dam of the Hirakud Dam Project has sunk down by one-and-a-half feet from the original level;

(b) if so, what is the reaction of Government to it; and

(c) what are the causes of this phenomenon?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) to (c). A statement giving the required information is laid on the Table of the House. [*See* Appendix III, annexure No. 71]

आगरा के निकट यमुना पर पुल

***५६०. सेठ अचल सिंह** : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि १९५४ में आगरा विकास सम्मेलन के अवसर पर उन्होंने यह आश्वासन दिया था कि आगरे के निकट यमुना पर एक राजपथ का पुल बनाया जायेगा;

(ख) यदि हां, तो इस पुल के निर्माण में विलम्ब का क्या कारण है; और

(ग) यह कब तक बनाया जायेगा ?

परिवहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री राव बहादुर) : (क) १९५४

में आयोजित आगरा विकास-सम्मेलन के अवसर पर मंत्री महोदय ने अपने एक व्यक्तव्य में कहा था कि भारत सरकार ने भविष्य में आगरा के पास जमुना के ऊपर एक राज-पथ-पुल बनाने का विचार किया है।

(ख) और (ग) : पूरी स्थिति पर प्रकाश डालने वाला विवरण सभा की मेज पर रख दिया गया है। [देखिये परिशिष्ट ३, अनुबन्ध संख्या ७२]

Development of Pradip Port

*591. **Shri Jhunjhunwala:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether negotiations with a Japanese firm for the establishment of a port at Pradip in Orissa have since been completed; and

(b) if so, what are the terms and conditions?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No, Sir.

(b) Does not arise.

Cooperative Sugar Factories in Punjab

*592. **Sardar Iqbal Singh:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that licences have been granted to set up two sugar factories on co-operative basis, one at Batala and the other at Morinda in Punjab;

(b) if so, since when;

(c) the assured capital and paid-up capital for each factory; and

(d) whether any further steps are being taken by Government to set up these factories?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) Yes, Sir.

(b) Licence under the Industries (Development Regulation) Act, 1951, was issued to Batala and Morinda on 21st December, 1956 and 14th February, 1957 respectively.

(c) The capital invested by the factories on 31st January, 1958, is as follows:—

	Issued capital (Rs.)	*Paid up capital (Rs.)*
The Morinda Coop. Sugar Mills Ltd.	35,51,600	27,48,550
The Batala Desh Sewak Cooperative Sugar Mills Ltd.	30,66,200	30,66,200

(d) Because of the foreign exchange difficulties no further progress has been made.

हावड़ा-मुगलसराय रेलवे लाइन का विद्युतीकरण

*५९३. **श्री मोहन स्वरूप :** क्या रेलवे मंत्री एक ऐसा विवरण सभा पटल पर रखने की कृपा करेंगे कि जिसमे निम्न जानकारी दी हुई हो :

(क) क्या हावड़ा-मुगलसराय रेलवे लाइन के विद्युतीकरण का कार्य आरम्भ हो गया है ;

(ख) यदि हा, तो यह काम किस फर्म द्वारा कराया जा रहा है ;

(ग) उस का ब्यौरा क्या है ;

(घ) खम्भो को खड़ा करने और बिजली के तार लगाने की दरे क्या है; और

(ङ) क्या यह सच है कि जिस कम्पनी द्वारा यह कार्य किया जा रहा है उसे इस्पात के ढाचे खड़े करने के लिये २५० रुपये प्रति टन के हिसाब से भुगतान किया जा रहा है ?

रेलवे उपमंत्री (श्री शाहनवाज खां) : (क) से (ङ). एक बयान सभा-पटल पर रख दिया गया है। [देखिये परिशिष्ट ३, अनुबन्ध संख्या ७३]

Export of Chira from Manipur

*594. **Shri L. Achaw Singh:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether old stocks of chira were sold by Government auction for export outside Manipur; and

(b) what is the total quantity of chira exported during 1957 and January 1958?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas):

(a) Yes, Sir.

(b)

Year	Quantity
1957	27.685 maunds.
January, 1958	26,752 maunds.

Macaroni Plant in Kerala

*595. **Shri Vasudevan Nair:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the Tapioca Macaroni Project Committee has recommended the setting up of a fully mechanised 20 ton macaroni plant in Kerala State;

(b) whether the Central Government have taken any final decision in the matter?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) Yes

(b) The Director of the Central Food Technological Research Institute has been asked to take certain preliminary action and to work out the financial implications. A final decision will be taken on receipt of the necessary detailed information.

Milk Plant in Punjab

*596. **Shri Shobha Ram:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the biggest milk plant in India is proposed to be set up in Punjab; and

(b) whether this scheme is to receive American Technical Co-operation Mission aid?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) No; the milk plant being set up at Amritsar in Punjab is not the biggest one in India.

(b) Yes; a part of the equipment estimated to cost Rs. 15 lakhs required for that plant is being supplied by T.C.M.

Air Accident

*597 { **Shrimati Mafida Ahmed:** / **Shri Hem Barua:**

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that recently an Indian Airlines Corporation Passenger Dakota met with an accident near Kathmandu airport; and

(b) if so, the reasons therefor?

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir) (a) An aircraft operated by the Associate of the Indian Airlines Corporation in Nepal met with an accident while landing at Kathmandu airport on 29th January, 1958.

(b) The accident was investigated by a Committee appointed by the Nepal Government and their report has been received. As the accident occurred in Nepal territory, the concurrence of the Nepal Government to the publication of the findings of the Committee has been requested.

Port and Dock Workers

*598. **Shri Tangamani:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether the Second Pay Commission has been asked to include Port and Dock Workers in its inquiry and make suitable recommendations in regard to their wages, allowances and other benefits; and

(b) if not, the reasons therefor?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). The Terms of Reference of the Commission of Enquiry cover the cases of the workers in the employment of the Port Administrations of Cochin, Vizagapatam and Kandla, as they are Central Government employees. Although the Port and Dock Workers employed by the Port Trusts of Calcutta, Bombay and Madras would not come within the scope of the Enquiry, the recommendations of the Commission will have an important bearing on the conditions of service of their employees.

Overbridge at Manmad Station

*599. **Shri Jadhav:** Will the Minister of **Railways** be pleased to state when the work of the construction of railway overbridge at Manmad in Bombay State is likely to be started?

The Deputy Minister of Railways (Shri Shahnawaz Khan): The design of the bridge is being finalised taking into consideration the modifications suggested by the State Government. The construction of the road-over-bridge will be undertaken when the plans and estimates are finally approved by the Bombay Government and the State Government's acceptance to bear their portion of the cost is received.

Air Accident

*600. **Shri Vajpayee:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that an aeroplane of the Hind Provincial Flying Club of Lucknow crashed on the morning of the 4th February, 1958 at Pawayan, killing the pilot and his mother; and

(b) if so, whether any enquiry has been held into the reasons of the accident?

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): (a) Yes, Sir.

(b) The accident is under investigation.

रेलवे यात्री सुविधायें

*६०१. **श्री क० भे० मालवीय :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार के सामने इस प्रकार का कोई प्रस्ताव है कि डी-लक्स वायु अनुकूलित जनता रेलगाड़ी की ऊपर की बर्थ को इस प्रकार लगाया जाये जिससे कि यात्री उस पर सो सकें और उन्हें लम्बी यात्रा बैठ कर न करनी पड़े; और

(ख) यदि हा, तो इस सम्बन्ध में क्या निर्णय किया गया है ।

रेलवे उपमंत्री (श्री शाहनवाज खां) : (क) जी नही । कुर्सी वाले डिब्बों (Chair Cars) में बैठने के इंतजाम मे सुधार के कुछ सुझावो पर विचार किया जा रहा है और इस तरह के थोड़े से डिब्बो मे तब्दीलिया की जा रही है ।

(ख) सवाल नही उठता ।

Steamer Services

*602. **Shri Shree Narayan Das:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether efforts made by the Government of India and the State Government of Bihar to prevent the closure of steamer services in the Ganga between Rajmahal and Ballia have led to any fruitful results; and

(b) if so, what is the present position with regard to such inland water transport?

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): (a) No, Sir.

(b) The Joint Steamer Companies did not agree to the suggestion to continue their services for some time

more. Efforts made to continue the services with the help of an Indian agency have also not been successful so far. The matter is being pursued.

Tenements in Amrit Kaur Puri, Delhi

*603. **Shri S. M. Banerjee:** Will the Minister of **Health** be pleased to state:

(a) whether a decision has been taken to build 240 tenements for poor non-displaced families including Harijans in Amrit Kaur Puri, Delhi during 1957-58; and

(b) if so, whether the work has started?

The Minister of Health (Shri Karmarkar): (a) and (b). Yes, Sir.

Welfare facilities of Seafarers

*604. **Dr. Ram Subhag Singh:**
Shri T. B. Vittal Rao:
Sardar Iqbal Singh:

Will the Minister of **Transport and Communications** be pleased to refer to reply given to Starred Question No. 849 on the 6th December, 1957 and state:

(a) whether the special Sub-Committee of the National Welfare Board appointed to go into the welfare facilities of seafarers have since submitted their report;

(b) if so, what are the main recommendations of that Committee; and

(c) whether Government have accepted them?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). The special Sub-Committee for Welfare in Ports of the National Welfare Board for Seafarers has since submitted their report, which is being placed before the main Board for consideration at its next meeting to be held shortly. The recommendations of the Board will be duly considered by Government when received.

Literature on Community Development

*605. **Shri Rameshwar Tantia:** Will the Minister of **Community Development** be pleased to state what steps have been taken to publish the Community Development literature particularly of a technical nature in the regional languages?

The Minister of Community Development (Shri S. K. Dey): The publications are of two types (i) Popular (ii) Technical. The popular pamphlets are produced by the Ministry of Information and Broadcasting in English, Hindi, and regional languages. A list of popular pamphlets in regional languages is laid on the Table of the House. Technical publications are brought out by the Ministry of Community Development firstly in English. Their printing in regional languages is then done by State Governments. A list of technical publications so far issued in regional languages is also laid on the Table of the House. [*See* Appendix III, annexure No. 74]

Post-retirement Passes

*606. **Shri T. B. Vittal Rao:** Will the Minister of **Railways** be pleased to refer to the reply given to Starred Question No. 472 on the 25th November, 1957 and state:

(a) whether a decision has since been taken regarding the removal of discrimination between Class III and Class IV Staff in the matter of grant of post-retirement passes; and

(b) if so, when it will be brought into force?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). The question is still under consideration.

Import of Fertilizers

*607. **Shri Jhunjhunwala:** Will the Minister of **Food and Agriculture** be

pleased to state:

(a) whether any contracts have been made to step up the import of fertilisers during the year 1958-59;

(b) whether these contracts are in the nature of barter arrangements or for direct payments; and

(c) whether any deferred payment terms have been negotiated for the import of fertilizers?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b). Yes, Sir. Contracts have been entered into for the supply of nitrogenous fertilisers during 1958-59 on direct payment basis. In few cases the payment will be in Rupees which will be utilised for purchase of Indian goods.

(c) Some proposals in that regard were received but not found acceptable.

Salem-Bangalore Railway Line

*608. **Shri T. B. Vittal Rao:** Will the Minister of **Railways** be pleased to refer to the reply given to Starred Question No. 591 on the 28th November, 1957 and state:

(a) whether the report of engineering survey of the Salem-Bangalore rail link has since been received by the Railway Board;

(b) whether the Railway Board have examined the same; and

(c) if so, the nature of decision taken?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes, Sir.

(b) and (c). The report is under examination by the Railway Board, but there is no prospect of this construction being undertaken during the current Plan period as it does not form part of the Plan.

Transport Development Council

*609. **Shri S. M. Banerjee:**
Shri Sanganna:

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether Government propose to constitute a Transport Development Council in which representatives from non-official organisations will be taken; and

(b) if so, the names of such non-official organisations?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). A statement giving the information required is laid on the Table of the House. [*See* Appendix III, annexure No. 75]

University Centenary Stamp

*610. **Dr. Ram Subhag Singh:** Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that a cover bearing the University Centenary Stamp was delivered to a Calcutta addressee before the official date of the issue of that stamp;

(b) if so, whether the sender and the addressee of that cover have been traced;

(c) whether any enquiry has been held in the matter; and

(d) if so, with what result?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes.

(b) No, Sir.

(c) and (d). Yes, but it has not been possible to trace either the sender or the addressee of the cover as only a portion of the cover bearing the stamp was produced in the course of enquiry. Detailed enquiries are, however, still in progress with a view to fixing the responsibility for the premature of the stamp.

Damodar Valley Project

*353. **Shri Biren Roy:** Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that the Governments of Bihar and West

Bengal have approached Central Government to write off the debts for the Damodar Valley Projects;

(b) whether any decision has since been arrived at; and

(c) if so, the details thereof?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) Government have received from the Government of West Bengal a request for a comparative amendment of the Damodar Valley Corporation Act which includes *inter-alia* a proposal to amend Section 30 of the Act so as to treat the money so far spent on the various projects of the Corporation which has been provided as loan by the Government of India to the States of West Bengal and Bihar as money spent by the Corporation on behalf of the Government of India. It has also been proposed that all costs, charges and expenses on projects in future together with work in connection with or incidental to the same, shall be borne by the Government of India. Government have not received any such proposal from the Government of Bihar.

(b) No, Sir. The proposal of the Government of West Bengal is being examined in consultation with the Government of Bihar.

(c) Does not arise.

बम्बई के प्रिन्सेज और विक्टोरिया गोदियों में ट्रान्जिटशेड

७१२. **श्री म० ला० द्विवेदी** : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) बम्बई में प्रिन्सेज और विक्टोरिया गोदियों में ट्रान्जिट शेड बनाने के काम में कितनी प्रगति हुई है ;

(ख) शेड बन जाने के बाद इन गोदियों की क्षमता कितनी बढ़ जायेगी ; और

(ग) इन शेडों को बनाने पर संभवतः कुल कितना खर्च किया जायेगा ?

परिवहन तथा संचार मंत्रालय में राज्य मंत्री (श्री राज बहादुर): (क) से (ग). पूरी स्थिति पर प्रकाश डालने वाला विवरण साथ में लगा दिया गया है । [देखिये परिशिष्ट ३, अनुबन्ध संख्या ७६]

बन्दरगाह के मजदूरों के लिये मकान

७१३. **श्री म० ला० द्विवेदी** : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) बम्बई में बन्दरगाह के मजदूरों के लिये कितने मकान बनाये जा चुके हैं ;

(ख) ये मकान किस किस श्रेणी के हैं और उन पर कितना खर्च किया गया है; और

(ग) ये मकान मजदूरों को किन शर्तों पर रहने के लिये दिये जायेंगे ?

परिवहन तथा संचार मंत्रालय में राज्य मंत्री (श्री राज बहादुर) : (क) अब तक ३०५४ मकान बनाये जा चुके हैं (ये मकान केवल निरीक्षकों और तृतीय श्रेणी कर्मचारियों के लिये बनाये गये हैं)

(ख) मकानों की श्रेणियां :—

श्रेणी	संख्या
१. एक कमरे वाले मकान	२,०००
२. दो कमरे वाले मकान	५०२
३. मकान जिनमें दो कमरे, एक रसोईघर, एक शौचालय और एक स्नानागार है ।	५४४
४. शयनागार (जिसमें ८०० आदमी रह सकते हैं) ।	

इन मामलो पर अनुमानत: कुल खर्चा १,४२,३१,५०८ रुपये का हो चुका है। ९६ मकान और बनाये जा रहे हैं।

(ग) बम्बई पोर्ट ट्रस्ट के अधिनियम २२ के अन्तर्गत सरकार द्वारा स्वीकृत नियमो के अनुसार मकान दिये जाते है। साथ ही इन नियमो मे यह भी निहित है कि जिस व्यक्ति के नाम मकान हो उसकी तनख्वाह मे से उच्चस्तरीय अथवा निर्धारित या रियायती दर के अनुसार (जैसी भी स्थिति हो) और जो कम से कम हो, मकान का किराया १० फी सदी काट लिया जायेगा।

बम्बई बन्दरगाह का विकास

७१४ **श्री म० ला० द्विवेदी** क्या परिवहन तथा संचार मत्री यह बताने की कृपा करेगे कि दूसरी पचवर्षीय योजना के अन्तर्गत बम्बई बन्दरगाह के विकास की योजनाए कार्यान्वित करने के सम्बन्ध मे अब तक क्या प्रगति हुई है ?

परिवहन तथा संचार मंत्रालय मे राज्य मत्री (श्री राज बहादुर) इन योजनाओ की प्रगति पर प्रकाश डालने वाला विवरण साथ मे लगा दिया गया है। [देखिय पार्राशष्ट ३ अनुबध सख्या ७७]

गांधीधाम का निर्माण

७१५ **श्री म० ला० द्विवेदी :**
सेठ अचल सिह :

क्या परिवहन तथा सचार मत्री यह बताने की कृपा करेगे कि .

(क) गाधीधाम के निर्माण म अब तक क्या प्रगति हुई है ,

(ख) वहा पानी की क्या व्यवस्था की गई है और उस पर कितना व्यय हुआ है; और

(ग) सरकारी इमारतो के निर्माण के लिये अब तक क्या कार्यवाही की गई है तथा इस पर कितना खर्च हो चुका है ?

परिवहन तथा सचार मंत्रालय में राज्य मंत्री (श्री राज बहादुर) . (क) गाधीधाम नगर-निर्माण की मास्टर प्लान मे, जो मैसर्ज एडम्स, हावर्ड एण्ड ग्रीले नगर योजना सलाहकार की एक अमेरिकन फर्म द्वारा तैयार की गई है —गाधीधाम नगर-निर्माण की दो व्यवस्थाए है। प्रथम व्यवस्था मे ४३३७ एकड का क्षेत्र शामिल है। इस मे से ५५० एकड मे अदीपुर और बन्दरगाह तथा रेलवे बस्तियो को पूरी तौर पर विकसित कर दिया गया है और ६२१ एकड भूमि को जिसमे सरदार गज और सरकारी भाग के कुछ क्षेत्र शामिल है, आशिक रूप मे विकसित किया गया है।

(ख) ५८ लाख रुपये लागत की इन योजनाओ के कार्यान्वित हो जाने पर प्रति-दिन २० लाख गैलन पानी पहुचाने की व्यवस्था कर दी गई है।

(ग) बन्दरगाह सगठन ने ५८ लाख रुपये की लागत से एक प्रशासनीय कार्यालय, ४७६ कर्मकों के रहने के लिये क्वार्टर, एक अस्पताल के साथ स्वास्थ्य केन्द्र, एक ऑफिसर क्लब, कर्मचारियो के लिए एक सस्था, एक प्राइमरी पाठशाला और दुकान के साथ आवास-गृह बनाए है।

रेलवे प्रशासन द्वारा जो इमारते बनाई गई है वे ये है—मुख्य गाधी-धाम रेलवे स्टेशन इमारत, रेलवे कार्यालय की इमारत, एक अस्पताल और पदा-धिकारियो तथा कर्मचारियो के लिये ७३५ रहने के मकान। इन इमारतो पर हुए खर्च का हिसाब लगाया जा रहा है और उसे सभा की मेज पर रख दिया जायेगा।

अन्तर्राष्ट्रीय अनुश्रवण केन्द्र

७१६ **श्री म० ला० त्रिवेदी** : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि नागपुर और बम्बई में अन्तर्राष्ट्रीय अनुश्रवण केन्द्र की स्थापना के लिये क्या कार्यवाही की जा रही है ?

परिवहन तथा संचार मंत्रालय में राज्य मंत्री (श्री हुमायूं कबीर) : नागपुर और बम्बई में अन्तर्राष्ट्रीय मोनीटरिंग स्टेशन कायम करने का कोई प्रस्ताव नही है । नागपुर में एक राष्ट्रीय मोनीटरिंग स्टेशन होगा जिसके लिये ६० फी सदी इक्युपमेंट प्राप्त हो चुका है । बम्बई में एक रीजनल सेन्टर होगा जहा इसके लिये स्थायी इमारत के बन जाने तक इसे चालू करने के लिये अस्थाई बन्दोबस्त किये जा रहे है ।

Railway Passenger Amenities

717. Shri Ram Krishan: Will the Minister of **Railways** be pleased to state:

(a) the various passenger amenities provided at the stations on the following Railway sections during the First Five Year Plan;

(i) Rewari—Bhatinda; and

(ii) Rewari—Phulera;

(b) the nature of the work and the expenditure incurred on each of the Works;

(c) the passenger amenities which are to be provided at various stations of the above mentioned sections during 1958-59;

(d) the nature of the works, station-wise; and

(e) the estimated amount to be spent on each of them?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) to (e). A statement, is attached. [*See* Appendix III, annexure No. 78]

Train Service between Hissar and Chandigarh

718. Shri Ram Krishan: Will the Minister of **Railways** be pleased to state:

(a) whether the attention of Government has been drawn to the great hardship caused to the people of Mohindergarh and Hissar Districts due to the absence of even a single train between Hissar and Chandigarh Stations of Northern Railway; and

(b) if so, whether any proposal is under consideration of Government to run at least one train between Hissar and Chandigarh, so as to serve the demands of traffic in these Districts?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). Two trains in the up direction and three trains in the down direction are at present available between Hissar and Chandigarh with changes at Dhuri and Ambala Cantt. These trains are considered adequate to cater for the traffic offering between these points. There is, therefore, no proposal to introduce a direct tram between Hissar and Chandigarh.

Construction of Village Roads

719. Shri Hem Raj: Will the Minister of **Transport and Communications** be pleased to state:

(a) the total mileage of village roads constructed during the First Five Year Plan period with its break-up State-wise;

(b) the amount utilised out of Rupees fifteen lakhs allocated during the First Plan period, State-wise;

(c) the total mileage of village roads constructed during the first two years of the Second Plan period and the expenditure incurred State-wise;

(d) the amount proposed to be spent in the third year of the Second Plan period with its break-up State-wise;

(e) whether any schemes have been called from the States; and

(f) if so, which of the States have submitted them?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (c). Construction of village road is State responsibility. This information is not available with the Government of India. It is felt that its value will not be commensurate with the time and labour involved in its collection from the State Governments.

(b) The sum of Rs. 15 lakhs originally earmarked from the Central Road Fund (Ordinary) Reserve for giving grants to States for village road development on co-operative basis was subsequently increased to Rs. 60 lakhs. The amount utilised during the First Plan period State-wise, is shown in the attached statement. [*See* Appendix III, annexure No. 79]

(d) As it is a State subject, we have no information.

(e) and (f). Do not arise.

Damage to Crops in Tripura

720. **Shri Dasarath Deb:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether crops belonging to displaced persons and the Zumia peasants of Dhumachara area of Tripura have been damaged by elephants in 1957-58;

(b) whether these peasants had approached the Chief Commissioner of Tripura for relief; and

(c) if so, whether Government propose to advance any financial aid to these peasants?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas):

(a) Yes, Sir. In August 1957, a herd of wild elephants caused damage to the standing Aus and Jhum crops in Dhumachara area in Kailasahar Sub-Division. An approximate area of 110 acres of paddy was damaged.

(b) Yes, Sir.

(c) A sum of Rs. 3,688|- has been sanctioned as gratituitous cash relief to 139 affected families.

Post Office Buildings

*721. **Shri Onkar Lal:** Will the Minister of **Transport and Communications** be pleased to state:

(a) the number of post offices in Kotah division in Rajasthan State now functioning in private rented buildings;

(b) the rents paid by Government on the above post offices from 1950-51 to 1957-58 so far, year-wise;

(c) whether there was any proposal for the construction of buildings for the functioning of these post offices; and

(d) if so, how many are under construction, and the amount so far spent?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (d). A statement is placed on the Table of the Sabha. [*See* Appendix III, annexure No. 80]

Supply of Fertilizers to Rajasthan

722. **Shri Onkar Lal:** Will the Minister of **Food and Agriculture** be pleased to state the total quantity of fertilizers supplied by the Central Government to Rajasthan during the years 1955-56, 1956-57 and 1957-58 so far?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): The required information is given below:—

All Figures in Tons

Name of Fertilisers	1955-56	1956-57	1957-58 till 31-1-58
Sulphate of Ammonia	219	499	4,297
Urea	14	43	646
Ammonium Sulphate Nitrate	22	22	220
Calcium Ammonium Nitrate	1	—	—
Muriate of Potash	4	6	—
Total	260	570	5,163

Rabi Crops in Rajasthan

723. Shri Onkar Lal: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the estimate of Rabi crops in districts of Rajasthan has been sent to the Centre; and

(b) if so, the details of the estimates?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) Yes. Preliminary Estimates of area in respect of the principal Rabi food crops (*viz.*, wheat, barley and gram) during the current 1957-58 season have been received.

(b) A statement giving current year's area under wheat, barley and gram as compared to the previous year in the districts of Rajasthan is appended. [*See* Appendix III, annexure No. 81]

Development of Goshalas in Rajasthan

724. Shri Onkar Lal: Will the Minister of **Food and Agriculture** be pleased to state the grants given to Rajasthan State during 1956-57 and 1957-58 by the Central Government for the development of *Goshalas*?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas):

1956-57	Rs. 30,590/-.
1957-58	Rs. 78,310/-.

Forest Training College, Dehra Dun

725. Shri Onkar Lal: Will the Minister of **Food and Agriculture** be pleased to state the number of Harijans and Adivasis from Rajasthan admitted for Rangers', Deputy Rangers' and D.F.Os' training in the Forest Training College, Dehra Dun?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): No Harijan or Adivasi students from Rajasthan are under training in the Forest Colleges, Dehra Dun.

Locust Control

726. Shri V. P. Nayar: Will the Minister of **Food and Agriculture** be pleased to state the names of members of the Mission to Saudi Arabia for Locust Survey and Control Operations together with their qualifications?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): A statement is attached. [*See* Appendix III, annexure No. 82]

Tonnage Passed through Cochin Port

727. Shri V. P. Nayar: Will the Minister of **Transport and Communications** be pleased to lay on the Table a Statement showing:

(a) the total tonnage which passed through Cochin Port in the years 1953-54 to 1956-57 and 1957-58 (upto the 31st December, 1957); and

(b) whether any export of iron ore or manganese has been effected through the port during these years?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b) A statement is attached. [See Appendix III, annexure No. 83]

Fisheries Schemes

728. { Shri Ram Krishan: / Shri V. P. Nayar:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) the number of Fisheries Schemes sanctioned in the year 1957-58 under Grow More Food Programmes for the various States; and

(b) the State-wise financial assistance for the Schemes sanctioned in the said year?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b). Statement is appended. [*See* Appendix III, annexure No. 84]

Compensatory Allowance for Posts and Telegraphs Staff in Cooch-Bihar

729. **Shri Barman:**
Shri Subodh Hasda:
Shri S. C. Samanta:

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether Posts and Telegraphs staff in district of Cooch-Bihar do not get either special pay or compensatory allowance;

(b) whether this matter is pending for consideration for a long time; and

(c) if so, the reasons therefor?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No.

(b) No.

(c) Does not arise.

Suratgarh Central Mechanised Farm

730. **Shri Barman:**
Shri S. C. Samanta:
Shri Subodh Hasda:
Shri V. P. Nayar:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) the production statistics of the Suratgarh Central Mechanised Farm;

(b) how these statistics compare with non-mechanised production from land of similar conditions; and

(c) number of persons employed there at present and the remuneration paid to them and on what basis?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) to (c). A statement is appended. [*See* **Appendix III, annexure no. 85**].

रेल द्वारा गन्ने का ले जाया जाना

७३१ **श्री मोहन स्वरूप :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) पूर्वोत्तर रेलवे के बरेली-पीलीभीत, पीलीभीत-टनकपुर, पीलीभीत-लखनऊ और पीलीभीत-शाहजहांपुर-सेक्शनों के प्रत्येक स्टेशन से १९५६-५७ में कितने टन गन्ने का लदान हुआ; और

(ख) इन स्टेशनों पर गन्ने की लदान के लिये रेलवे को रेल भाड़े के रूप में कितनी आय हुई ?

रेलवे उपमंत्री (श्री शाहनवाज खां) : (क) और (ख) एक बयान सभा-पटल पर रख दिया गया है । [देखिये परिशिष्ट ३, अनुबन्ध संख्या ८६]

सामुदायिक परियोजनायें और राष्ट्रीय विस्तार सेवा खण्ड

७३२. **श्री भक्त दर्शन :**
श्री स० च० सामन्त :
पंडित द्वा० ना० तिवारी :

क्या सामुदायिक विकास मंत्री ११ दिसम्बर, १९५७ के तारांकित प्रश्न संख्या १०१९ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) सामुदायिक परियोजनाओं और राष्ट्रीय विस्तार सेवा पर एक अध्ययन-मण्डल द्वारा दी गई रिपोर्ट पर क्या इस बीच विचार कर लिया गया है ;

(ख) यदि हां, तो क्या इस सम्बन्ध में किये गये निर्णय की एक प्रति सभा पटल पर रखी जायेगी;

(ग) यदि प्रश्न के भाग (क) का उत्तर नकारात्मक हो तो देरी का क्या कारण है; और

(घ) अधिक से अधिक कब तक निर्णय किये जाने की सम्भावना है ?

सामुदायिक विकास मंत्री (श्री सू० का० देo) : (क) व (घ). इस सम्बन्ध में निम्नांकित प्रश्नों के सदन में दिये गये उत्तर की ओर ध्यान आकर्षित किया जाता है :

(१) १८-२-५८ को सर्वश्री राम-सुभग सिंह, अनिरुद्ध सिन्हा व संगप्पा द्वारा किया गया अल्पकाल सूचना प्रश्न संख्या २ ।

(२) २५-२-५८ को सर्वश्री पाणि-ग्रही, तंगमणि, ई० एम० राव तथा हरीश चन्द्र माथुर द्वारा किया गया प्रश्न संख्या ४५७ ।

(ख) व (ग). पैदा ही नहीं होते ।

तीसरे दर्जे के यात्रियों की सुविधा समिति

७३३ { **श्री भक्त दर्शन :**
श्री स० चं० सामन्त :

क्या रेलवे मंत्री १६ दिसम्बर, १९५७ के तारांकित प्रश्न संख्या ११६९ के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या तीसरी दर्जे के यात्रियो की सुविधा समिति की सभी मुख्य व गौण सिफारिशें बताने वाला एक विवरण सभा की टबल पर रखा जायेगा ; और

(ख) प्रत्येक सिफारिश को कार्यान्वित करने के सम्बन्ध में अब तक क्या कार्यवाही की गई है ।

रेलवे उपमंत्री (श्री शाहनवाज खां) : (क) एक बयान सभा-पटल पर रख दिया गया है, जिसमें समिति की १५ मुख्य सिफारिशों और उन पर रेलवे बोर्ड के आदेश का विवरण दिया गया है । [देखिये, परिशिष्ट ३, अनुबन्ध संख्या ८७]

(ख) ज्यों-ज्यों सवारी डिब्बे, मरम्मत या नियतकालिक "ओवरहाल" के लिये कारखानों में आयेंगे , रेल-प्रशासन रेलवे बोर्ड के आदेश के अनुसार उनमें, जहां तक सम्भव होगा, सुधार करेंगे ।

Goods Train Collision

734. Shri V. C. Shukla: Will the Minister of Railways be pleased to state:

(a) whether recently, a goods train had collided with a truck at the Supela Railway Crossing near Bhilai, causing death of two persons and seriously injuring another;

(b) how many such accidents between Railways and motor vehicles have taken place at South Eastern Railway level-crossings between durg and Jamshedpur during 1955, 1956 and 1957;

(c) how many persons were injured and how many lost their lives in such accidents during the same period; and

(d) what is the total compensation, if any, paid by the Railways to various affected parties?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) The recent accident that occurred at the unmanned railway Level Crossing between Supela and Bhilai stations was on 8th December, 1957, when No. 775Up Goods train struck a tractor. There was no casualty.

(b) Seven such accidents took place between Durg and Tatanagar (Jamshedpur) *viz.*

Year	No. of accidents.
1955	1
1956	2
1957	4
Total	7

(c) The breakdown of casualties is as under:—

Year	Killed	Injured
1955	.. 5	..
1956	.. 6	2
1957	.. 2	11
Total	13	13

None of the train crew or passengers was injured or had lost his life.

(d) Nothing as yet.

Railway Quarters at Kharagpur

735. Shri M. Elias: Will the Minister of **Railways** be pleased to state:

(a) how many railway contractors at Kharagpur have been permitted by the Railway authorities to construct houses in the Railway area;

(b) the terms and conditions to be observed by the contractors for constructing such houses in the Railway area; and

(c) whether such contractors can rent out these houses?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) 10 Railway contractors have been granted temporary occupation of plots in Railway land with permission to erect temporary structures for housing their labour and materials required in connection with execution of Railway contract works.

(b) and (c). Plots were allotted under temporary license agreement terms with the Railway's right to resume possession at any time giving 30 days' notice. The agreements also prohibit the licensees to sublet the structures to any outsider.

Parcel Office, Cannanore

736. Shri Punnoose:
Shri Vasudevan Nair:

Will the Minister of **Railways** be pleased to state:

(a) whether a representation has been made to the General Manager Southern Railway, Madras, by the Handloom cloth dealers and also manufacturers of Cannanore, Kerala, regarding inadequacy of staff at the Parcel Office at Cannanore; and

(b) if so, the action taken in the matter?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes, from the Kerala Handloom Cloth Manufacturers Society, Cannanore, to the Southern Railway administration.

(b) The question of sanctioning three additional Parcel Clerks is under active consideration of the Southern Railway administration.

Roads in Delhi

737. Shri D. C. Sharma: Will the Minister of **Transport and Communications** be pleased to state the total amount allotted during the year 1957-58 by the Government of India for the construction of the C.P.W.D. roads in Delhi State?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): Rs. 40·75 lakhs.

Roads in Punjab

738. Shri D. C. Sharma:
Shri Ram Krishan:

Will the Minister of **Transport and Communications** be pleased to state:

(a) the amount allotted to the Punjab State from the Central Road Fund during the year 1957-58; and

(b) the names of the schemes sanctioned?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Rs. 9·01 lakhs.

(b) Only one new work namely construction of a jeepable road from Koksar to Zing Zing Bar in Lahaul Valley was sanctioned in the Punjab during the current financial year from Central Road Fund. Forty other works

which were sanctioned before 1957-58 are in progress.

Development of Tourism in Punjab

739. Shri D. C. Sharma: Will the Minister of **Transport and Communications** be pleased to state:

(a) the amount allotted during 1957-58 for each of the schemes sponsored by the Punjab Government for the development of tourism, which were under consideration;

(b) the nature of the demands, other than the request for the grant of assistance for the above schemes made by the Punjab Government for the development of tourism; and

(c) the decision taken in this regard?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c): A statement is appended [*See* Appendix III, annexure No. 88].

Grow More Food Schemes in Punjab

740. Shri D. C. Sharma: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the additional production of foodgrains obtained during 1957-58 in Punjab through Grow More Food Schemes; and

(b) the amount spent thereon?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) Agricultural year closes on 30th June and information in respect of additional production obtained would be available only thereafter.

(b) According to the information received from the Government of Punjab, the expenditure expected during the year 1957-58 would be as under:—

Grant	*Loan*	*Short Term loan.*
Rs.	*Rs.*	*Rs.*
3,29,000	37,52,000	105,00,000

Pamban Bridge

741. Shri Jhulan Sinha: Will the Minister of **Railways** be pleased to state:

(a) whether the Pamban Bridge on the Southern Railway near Rameshwaram has been examined by experts as to its strength;

(b) whether the broken railings on some portions and the apparent rusted ones on other parts thereof have attracted the attention of those in charge thereof; and

(c) if so, when it was last examined and whether there is any proposal for strengthening the railings?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes. The bridge is examined periodically.

(b) Some lengths of hand rails which had to be necessarily removed during the renewals of girders, are being replaced.

(c) The bridge was last inspected in detail during November, 1957. The works of renewal of the corroded girders and replacing the corroded hand rails are in progress.

Post Office at Velur (Kerala State)

742. Shri Warior: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether Government have received any representation from the public to convert the existing Post Office at Velur, Trichur District; Kerala State, into a post and telegraph office; and

(b) if so, whether Government have taken any decision thereon?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes.

(b) Telegraph facility at the place is being sanctioned.

Strike of Sugar Workers in Bihar

743. Shri S. M. Banerjee: Will the Minister of Food and Agriculture be pleased to state:

(a) whether twenty-four thousand sugar workers of Bihar have served strike notice; and

(b) if so, what are their grievances?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) The different Unions, affiliated to the Indian National Sugar Mills Workers Federation (Indian National Trade Union Congress) served strike notices with demands on the respective factories in the month of September, 1957. The Hind Chini Mazdoor Federation and Bihar Sugar Labour Federation served strike notices on 28 sugar factories on the 6th January, 1958. These strike notices covered practically all the sugar factories in Bihar The Labour Commissioner, Bihar, held conciliation proceedings on the 10th and 11th January, and 4th February, 1958, as a result of which the dispute was settled and strike notices were withdrawn.

(b) The main demands of the workers related to:—

(1) Classification of workmen for retainers allowances and payment thereof since the off-season of 1956,

(2) Provision of suitable quarters for all workmen;

(3) Abolition of daily and contract labour;

(4) Gratuity scheme for all workmen;

(5) Grant of bonus and incentive bonus;

(6) Increase in the consolidated wages of workmen by 25 percent from June 1957 consistent with higher cost of living.

मध्य प्रदेश में तार सम्बन्धी सुविधायें

७४४. **श्री राघे लाल व्यास :** क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश के किन किन सब-डिवीजनल नगरों तथा तहसील मुख्य-कार्यालयों में तार सम्बन्धी सुविधायें इस बीच उपलब्ध की गई हैं ; और

(ख) अभी तक किन किन स्थानो पर ऐसी सुविधायें नही दी गई है और इसके क्या कारण है ?

परिवहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री राज बहादुर) : (क) तथा (ख). इस सम्बन्ध में एक विवरण-पत्र सभा के पटल पर रख दिया गया [देखिये परिशिष्ट ३, अनुबन्ध संख्या ८६] स्टोर के प्राप्त होने पर, जनकपुर (तहसील स्टेशन) को छोड़, जहा के लिये राज्य सरकार द्वारा अभी तक किराया व गारण्टी की शर्तें मन्जूर नही की गयी है, शेष उप मण्डलीय स्थानो तथा तहसीलों में तार सुविधाओ के ३१ मार्च, १९५९ तक उपलब्ध किये जाने की सम्भावना है ।

तार और टेलीफोन संबंधी सुविधायें

७४५. **श्री राघे लाल व्यास :** क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) प्रत्येक राज्य मे कितने जिला मुख्य-कार्यालय , सब-डिवीजनल मुख्य-कार्यालय और तहसील (तालुका) मुख्य-कार्यालय हैं जहां पर १-२-५८ तक तार और टेलीफोन की सुविधाय उपलब्ध नही थी; और

(ख) ऐसे कितने स्थानों में ३१ मार्च, १९५९ तक ये सुविधाये दी जाने की सम्भावना है ?

[परिवहन] तथा संचार मंत्रालय में राज्य-[मंत्री (श्री राज बहादुर) : (क) तथा [(ख). इस सम्बन्ध में एक विवरण-पत्र (Statement) सभा के पटल पर रख दिया गया है। [देखिये परिशिष्ट २, अनुबन्ध संख्या ६०]।

Kannapuram Station

746. Shri Vasudevan Nair: Will the Minister of **Railways** be pleased to state:

(a) whether Government propose to build platform covering at Kannapuram Station in Kerala; and

(b) if so, when the work will be taken in hand?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b). The proposal for providing a cover over the platform at Kannapuram Railway Station has not been approved by the Railway Users' Amenities Committee for inclusion in the Works Programme for 1958-59, but it will again be put up for their consideration and inclusion in the Works Programme for 1959-60.

Shortage of Foodgrains

747. Shri Bali Reddy: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the quantity of foodgrains the country will fall short of for 1957-58 and 1958-59;

(b) the steps taken so far to meet the shortage;

(c) how much of the shortage will be met by imports and how much by increased production in the country; and

(d) the steps taken so far to step up domestic production so as to minimise imports?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) to (c). The demand and supply of foodgrains, the difference between which may be said to be the shortage, depend on many variable factors. Attention is invited to the Report of the Foodgrains Enquiry Committee, which was placed on the table of the House Government's intention is to do everything possible to step up production to the maximum extent, so that the need for imports is kept down. The import requirements have to be assessed every year in the light of actual crop prospects and price trends. During 1957-58, the imports would come to about 3·7 million tons of foodgrains.

(d) The measures taken to step up domestic production include:—

(i) Major and Minor Irrigation Schemes like contruction and repair of wells, tanks, channels, small dams, tubewells, etc.

(ii) Land Improvement Schemes like contour bunding, clearance and reclamation of waste lands, mechanical cultivation, etc.

(iii) Distribution of chemical fertilizers like ammonium sulphate, superphosphate, etc.

(iv) Distribution of manures like oil-cake, compost, etc.

(v) Distribution of improved cereal seeds like paddy seeds, wheat seeds, etc.

(vi) Other indirect schemes designed to increase food production, such as plant protection, crop competition, etc.

Level Crossing at Nayudupet, Southern Railway

748. Shri R. L. Reddy: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that vehicular traffic is held up frequently for a considerable time at the South level-crossing on G.N.T. Road at Nayudupet station, Southern Railway, due to shunting operations and train formations; and

(b) if so, what remedy has been contemplated by Government to mitigate the difficulty?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Sir, it is a fact that there is a certain amount of inconvenience experienced by the public.

(b) It is proposed to construct a road-over-bridge in lieu of this level crossing The matter regarding the selection of the site, apportionment of the cost etc, is under correspondence between the Railway Administration and the State Government Pending construction of the overbridge, it is proposed to shift temporarily the level crossing to minimise the inconvenience caused to the public This matter is also under correspondence with the State Government and is expected to be finalised shortly.

Posts of Wagon Chasers on North Eastern Railway

749. Shri Yadav: Will the Minister of **Railways** be pleased to refer to the reply given to Unstarred Question No 1516 on the 11th December, 1957 and state:

(a) whether it is a fact that the 25 per cent posts of wagon chasers in the grade of Rs. 80—160 allotted to office-clerks of the operating section on the North Eastern Railway have not yet been filled; and

(b) if so, why?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No.

(b) Does not arise.

Supply of Rice by Punjab

750. Shri Ram Krishan: Will the Minister of **Food and Agriculture** be pleased to state the quantity of rice procured so far by the Punjab Government on behalf of the Central Government?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): Approximately 66,000 tons, upto 20-2-58.

Timber Bridges on Assam Trunk Road

751. Shrimati Mafida Ahmed: Will the Minister of **Transport and Communications** be pleased to state:

(a) the number of timber bridges on the whole of the Assam Trunk Road National Highway 37; and

(b) whether Government have any proposal to replace these bridges by permanent ones?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) There are more than hundred timber bridges. The information about the exact figures will be laid on the table of the Sabha after obtaining it from State Government

(b) Proposals for the reconstruction or improvement of only a few bridges which are considered to be weak are under consideration.

Road-bridge over river Bhogdoi

752. Shrimati Mafida Ahmed: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether Government are aware that the road width on the road-bridge over the river Bhogdoi on National Highway No. 37 is narrow and cannot cope with the pedestrian traffic; and

(b) if so, whether Government have any proposal to widen it?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). Government of India are aware that the bridge is narrow Two foot paths have, however, been added to the bridge for the use of pedestrian traffic and the question of further widening the bridge or constructing a new bridge is at present under consideration in consultation with the State Government.

Organised Hooliganism

753. Shri Biren Roy: Will the Minister of **Railways** be pleased to state:

(a) whether Government are aware of the organised hooliganism that took place on the 1st of January, 1958 at Sahibganj to molest the members of the Mohan Bagan Football Team, who were returing after

the Durand Cup Tournament from Delhi;

(b) whether the Station Master of that station has submitted any report in this connection; and

(c) if so, what action has been taken in this respect?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) There was an unfortunate incident at Sahibganj on January 1, 1958. The trouble originated on 14 Dn. while the train stopped at Colgong. A college student of Sahibganj and a member of the Mohan Bagan Football Team had an altercation at a Tea Stall there in which the college student got hurt. On this when the train reached Sahibganj the students demand that the Guard should open the door of the 1st Class compartment occupied by the Mohan Bagan Football Team so that they might take their revenge on them and said they would not let the train depart. The Station Master and Government Railway Police intervened and nothing serious took place there and the train left with vaccum brakes disconnected.

(b) Yes.

(c) The Officer in charge Government Railway Police, who was summoned by the Station Master, Sahibganj on the spot, took statements of both the parties, namely, Shri Chitradhar Jha, student Sahibganj College and Sarvashri Goswami and B. D. Chatterjee of Mohan Bagan Football Team. The Officer in change, Government Railway Police advised both the parties to seek redress from a competent court as the offence committed was non-cognizable.

Accidents Enquiry Committees

754. Shri Shobha Ram: Will the Minister of **Railways** be pleased to state how many Railway accidents enquiry Committees were appointed in 1956 and 1957 and what actions have been taken on the findings of these Committees?

The Deputy Minister of Railways (Shri Shahnawaz Khan): The total number of Committees constituted of enquire into accidents was 1909 in 1956; and 2056 in 1957.

In the findings of the Committees of Enquiry, conclusions as to the staff held responsible for the accidents and recommendations for prevention of similar accidents were given.

Suitable disciplinary action was taken against the staff held responsible and covered punishments varying from removal from service to censure and warning.

Action taken on the recommendations include revision of rules and station Working Orders, improvements to station yards and signalling and interlocking arrangements, improvements to level crossings, mea- crossings, measures to prevent failure of track and roling stock and so on.

Transport Cooperatives in Delhi

755. Sardar Iqbal Singh: Will the Minister of **Transport and Communications** be pleased to state:

(a) how many Transport Co-operatives and viable units have been formed in Delhi up-to-date;

(b) how many of them were given permits to ply passenger services in the territory of Delhi; and

(c) how many vehicles belonging to these co-operatives have been allowed to handle goods traffic in the territory?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) 11 transport co-operatives and 101 registered companies, out of which 22 own ten vehicles or more.

(b) 4 transport co-operatives and 24 companies.

(c) 626, out of which 53 belong to co-operative societies and 573 to companies.

Canteen at Igatpuri Station

756. Shri Jadhav: Will the Minister of **Railways** be pleased to state:

(a) whether the work of the construction of Canteen at Igatpuri loco-shed (Central Railways) has been completed;

(b) whether it is a fact that the construction is likely to be demolished in the near future when the work of electrification of Railway line will be taken up from Igatpuri to Bhusawal; and

(c) what amount was sanctioned for the construction of the canteen?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes, Sir.

(b) No, Sir.

(c) Rs. 49,764.

Scheduled Caste and Scheduled Tribe candidates on Northern Railway

757. Shri Daljit Singh: Will the Minister of **Railways** be pleased to state:

(a) the percentage of Scheduled Castes and Scheduled Tribes candidates, recruited or selected as class II and III officers on the Northern Railway upto the end of 1957; and

(b) the percentage reservd by Government to them?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) There is no percentage reservation in the case of selection to Class II or Class III. As regards the percentage of Scheduled Castes and Scheduled Tribes recruited to these classes, information is being collected and will be laid on the table of the Sabha.

(b) *Class II*—Class II posts are generally filled by promotion of suitable Class III staff and in promotions there is no reservation at present. Where, however, direct recruitment to Class II is resorted to, the following percentage is applied:—

Scheduled Castes—12½%

Scheduled Tribes—5%

Class III—

Scheduled Castes:

By open competition on all All-India basis—12½%

By other means i.e. with local or regional bias on Northern Railway—17%

Scheduled Tribes:

By open competition on an All-India basis—5%

By other means *i.e* with local or regional bias on Northern Railway—Nil.

Pilgrim Tax

758. Shri Vajpayee: Will the Minister of **Railways** be pleased to state:

(a) whether the Municipal Board of Mathura has requested the Government of India to increase the Pilgrim Tax on the people visiting the holy city by rail;

(b) if so, the proposed increase; and

(c) the decision taken thereon?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No.

(b) and (c). Do not arise.

Arable Land in States

759. Shri Jadhav: Will the Minister of **Irrigation and Power** be pleased to state the total acreage of land in the various States and the Union territories with a break-up of each State upto the end of the year 1957 and the percentage to arable land of the same?

The Minister of Irrigation and Power (Shri S. K. Patil): Information is being collected and will be laid on the Table of the House as soon as possible.

Public Call Offices in Punjab

760. Shri Daljit Singh: Will the Minister of **Transport and Communications** be pleased to state the names of places in the Punjab where Public Call Offices are proposed to be opened during the remaining period of the Second Five Year Plan?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): The statement is as follows. Further proposals will also be sanctioned as found justified.

STATEMENT

Names of Places in Punjab where Public Call Offices (Long distance) are expected to be opened during the remaining period of the Second Five Year Plan.

1. Amb
2. Anandpur Sahib
3. Badni Kalan
4. Bassian
5. Bhiki
6. Chak Sherewala
7. Chauri
8. Dera Baba Nanak
9. Derabassi
10. Farrukhnagar
11. Gagret
12. Jadla
13. Katrain
14. Kulu
15. Malana
16. Manali
17. Mobarakpur
18. Nihalsinghwala
19. Oel.

Construction of Roads in Bombay

761. Shri Pangarkar: Will the Minister of **Transport and Communications** be pleased to state:

(a) the amount of loan and grants allocated by the Central Government to Bombay during the Second Five Year Plan for the construction of roads;

(b) the total mileage constructed so far; and

(c) the total mileage proposed to be constructed?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). The requisite information is being collected and will be laid on the Table of the Lok Sabha in due course.

Second Class Railway Coaches

762. Sardar Iqbal Singh: Will the Minister of **Railways** be pleased to state:

(a) the number of second class coaches on the Northern Railway at present;

(b) whether it is a fact that all inter class coaches have been converted into second class coaches on this Railway;

(c) whether Government propose to increase the number of second class coaches on this Railway; and

(d) if so, by how many and when?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) There are 384 coaches having second class accommodation on the Northern Railway.

(b) Yes.

(c) No.

(d) Does not arise.

Railway Bridge near Muktsar Station

763. Sardar Iqbal Singh: Will the Minister of **Railways** be pleased to state:

(a) whether Government have received any representation regarding the construction of a railway bridge near Muktsar Railway Station on the Northern Railway; and

(b) if so, the action Government propose to take in this regard?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No, Sir.

(b) Does not arise.

Railway Workshop at Amritsar

764. Shri Daljit Singh: Will the Minister of **Railways** be pleased to state:

(a) the total value of articles produced in Railway Workshop at Amritsar during 1957-58 so far; and

(b) the total amount spent including salary of staff during the same year?

The Deputy Minister of Railways (Shri Shahnawas Khan): (a) and (b). Amritsar Workshops when under the control of the Punjab Government were engaged on manufacture of stores for various parties but since 1-6-1956 when they were taken over by the Railways, they are engaged in the manufacture of spare parts for locomotives, carriages and wagons, overhauling of locomotives and execution of orders placed by the Punjab Government. A considerable part of the expenditure incurred during any period relates to work in progress and, therefore, the cost of production on stores and repair work completed during any period cannot be compared with the total expenditure during the corresponding period. The value of articles produced during the period 1-4-1957 to 31-12-1957 is Rs. 32,53,815 inclusive of items part finished and still under manufacture, but exclusive of the cost of repairs to locomotives and other maintenance jobs carried out during the period. Expenditure incurred from 1-4-1957 to 31-12-1957 upto which the accounts have been closed including the staff salaries has been Rs. 62,93,353.

Rice Distribution

765. Shri Daljit Singh: Will the Minister of **Food and Agriculture** be pleased to state the total quantity of rice sent from the Punjab State to other States by the Government of India during 1957?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): Approximately 31,000 tons.

Post Offices in Kangra District

766. Shri Daljit Singh: Will the Minister of **Transport and Communications** be pleased to state:

(a) the number of Post Offices in Kangra district in Punjab State functioning at present in private buildings;

(b) the rent paid by Government during 1957-58 so far;

(c) whether there is any proposal to construct buildings for these Post Offices; and

(d) if so, how many are under construction and amount spent so far?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The number of post offices in Kangra District in Punjab State functioning in private buildings is 36;

(b) tho rent paid by Government for these Offices so far during 1957-58 is Rs. 7,295;

(c) there is a proposal for construction of departmental buildings at 3 places namely Kangra, Baijnath and Barsar; and

(d) at the moment no building is under construction and no amount has been spent so far in this connection.

PAPER LAID ON THE TABLE

NOTIFICATION UNDER ESSENTIAL COMMODITIES ACT.

The Minister of Co-operation (Dr. P. S. Deshmukh): I beg to lay on the Table a copy of Notification S.R.O. 471, dated the 8th February, 1958, under sub-section (6) of Section 3 of the Essential Commodities Act, 1955. (*Pleased in Library. See* No. LT-551/58.]

LEAVE OF ABSENSE

Mr. Speaker: The Committee on Absence of Members from the Sittings of the House in their Fifth Report

have recommended that leave of absence may be granted to the following Members for the periods indicated in the Report: Shri S. C. Chowdhury, Shri P. R. Ramakrishnan, Shri Hoover Hynniewta, H. H. Maharaja Pratap Keshari Deo, Shrimati Lalita Rajya Laxmi, Shri B. Rajagopala Rao, Shri Bhagwan Din Misra, Shri Muthuramalinga Thevar, Shri K. G. Deshmukh, Shrimati Tarkeshwari Sinha, Shri Awadhesh Kumar Singh, Shri K. N. Singh, Dr. K. Atchamamba, Shri I. Eacharan, Shri V. C. Shukla, and Shri C. R. Narasimhan.

I take it that the House agrees with the recommendations of the Committee.

Hon. Members: Yes.

Mr. Speaker: The Members will be informed accordingly.

BUSINESS OF THE HOUSE

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): With your permission, Sir, I would like to announce that the order of business for the House for the week commencing 3rd March, 1958 will be as follows:

(1) Further discussion of the Railway Budget.

(2) Discussion and voting on Supplementary Demands for Grants 1957-58 in respect of Railways.

(3) Discussion and voting on Demands for Grants 1958-59 in respect of Railways.

(4) Consideration and passing of the Control of Shipping (Continuance) Bill, 1958.

(5) Discussion on the Seventh Report of the Union Public Service Commission for the year 1956-57 and the Government's memorandum thereon on a motion to be moved by Sarvashri Harish Chandra Mathur and N. R. Munisamy.

RAILWAY BUDGET—GENERAL DISCUSSION—*contd.*

Mr. Speaker: The House will now resume further discussion on the Railway Budget. Out of 15 hours allotted for the discussion, 9 hours and 29 minutes have already been availed of and 5 hours and 31 minutes now remain. Shri Raghunath Singh may continue his speech.

श्री रघुनाथ सिंह (वाराणसी) : अध्यक्ष महोदय, जब श्री शाहनवाज साहब इस सदन में सवालों का जवाब देते हैं, तो मालूम पड़ता है कि ट्रेन की स्पीड बहुत तेज है और बहुत तेजी के साथ ट्रेन जाती है, लेकिन अगर हम ट्रेन पर सवार हों, तो वह बहुत स्लो चलने लगती है और दो दो, तीन तीन घंटे लेट होती है । १९३८–३९ में मालगाड़ी की रफ्तार ११ मील प्रति घण्टा थी और आज बीस बरस के बाद उसकी रफ्तार ८.३६ मील प्रति घटा हो गई है । एफ़िशेन्सी यह है कि बीस बरस में माल गाड़ियों की स्पीड दो घंटा कम हो गई है । इस के पश्चात् इंजिन को देखें । १९३८–१९३९ में लाइन पर चलने वाले इंजिनो की सख्या ५,२४७ थी और रिपेयर होने वाले इंजिनो की संख्या ९८९ थी । आज लाइन पर चलने वाले इंजिन ५,८३३ है और रिपेयर होने वाले ९२० हैं । इससे स्पष्ट है कि जहां तक इंजिनों का ताल्लुक है, इन बीस बरसों में एफ़िशेन्सी ज्यादा नहीं बढ़ी है ।

सवारी गाड़ी को लीजिए। १९३८-३९ में सवारी गाड़ी के ९८०७ डिब्बे थे, जबकि बीस बरस के बाद आज ८५५६ डिब्बे है । बीस बरस के बाद आज, जबकि ट्रैफ़िक में बहुत ज्यादा वृद्धि हो गई है, डिब्बों की संख्या कम हो गई है ।

रेलवे उपमंत्री (श्री शाहनवाज खां) इन बीस बरसों में पाकिस्तान भी बना ।

श्री रघुनाथ सिंह : २५१ डिब्बे कम हो गए है। ये फ़िगर्स में बड़ी लाइन के बता रहा हूं—छोटी लाइन को मैंने छोड़ दिया है।

श्री शाहनवाज खां : पाकिस्तान में भी डिब्बे चले गए हैं।

श्री रघुनाथ सिंह : बहुत कम—इतने ज्यादा नही गए है।

बनारस में रेलवे का कारखाना बनाया जा रहा है। श्री लाल बहादुर शास्त्री वहां गए थे। उन्होंने विश्वास दिलाया था और राष्ट्रपति ने भी विश्वास दिलाया था कि कारखाने के लिए जो खेत ले रहे हैं, उस का काफ़ी मुआवजा देंगे। जैसाकि मैंने पहले भी कहा है, उसी जमीन के बग़ल में एक मिनिस्टर साहब की जमीन है। यह एक्वायर नही हुई है। उन्होंने अपनी जमीन को २,००० से २,३०० रुपये बीघे के हिसाब से बेचा है उसी मौजा में काश्तकारों ने इन पांच बरसों में जो जमीन खरीदी है, वह २,००० से ३,००० रुपए बीघे पर खरीदी है। इस के मुकाबले में आप उन लोगों को जो मुआवजा देने जा रहे है, यह ज्यादा से ज्यादा ८००, ९०० या १,००० तक है और वह मुआवजा कब देंगे, इसके मुताल्लिक भी कुछ तय नही है, साल भर के बाद देंगे या छ. महीने के बाद देंगे। मेरा कहना यह है कि आप गरीबो की आह के ऊपर कारखाना न बनाइये। यह कोई न्याय नही है कि जिस जमीन को दो या तीन हजार रुपए बीघा के हिसाब से खरीदा जाय आप कानून का फ़ायदा उठा कर उसका सिर्फ़ एक हजार रुपया दें। मै तो आपसे यह कहता हूं कि आप जमीन के बदले जमीन दे। मुआवजा नहीं चाहते है। शहर के बग़ल की जमीन है। एक खेत में चार चार, पाच पाच, फ़सलें होती हैं, लेकिन थोड़ा सा मुआवजा देकर आप उस को लेना चाहते हैं। ग़रीबो की आह का थोड़ा सा ख्याल कीजिए। या तो उन ग़रीबों को जमीन के बदले जमीन दीजिए या फिर जिस भाव से उन्होंने खरीदी है, उस भाव पर लीजिए।

श्री शाहनवाज खां : अगर मुझे इजाजत दें, तो मैं बता दू कि जमीन की एक्वीजीशन हमारा काम नहीं है, वह स्टेट गवर्नमेंट का काम है।

श्री रघुनाथ सिंह : एक्वीजीशन आपका काम नही है, लकिन जमीन तो आप ले रहे हैं। सारी जनता तो यह जानती है कि शाहनवाज खा साहब जमीन ले रहे हैं, सैंट्रल गवर्नमेंट जमीन ले रही है—स्टेट गवर्नमेंट जमीन नही ले रही है। आप क्यों नही मुआवजा देते। आप वहा पर एक्वायरी कमेटी भेजिए, कोई आदमी भेजिए। जमीन आप लेंगे और जिम्मेदारी स्टेट गवर्नमेंट पर देंगे, यह बात ठीक नही है। आप गरीबो का कुछ ख्याल करें।

यह कहा गया है कि जिन काश्तकारों की जमीन ली जायगी, बनने वाले रेलवे के कारखाने मे पहले उन को स्थान दिया जायगा। वह बात ठीक है और मै आशा करता हूं कि जो भरती हो रही है, उस में इस बात का ख्याल रखा जायगा। जैसा कि नियम है, १४ परसेंट शिड्यूल्ड कास्ट्स के लोग लिए जायेंगे और बाकी दूसरी जातियो के लोग लिये जायेगे। मै चाहता हू कि जो वहा रहने वाले लोग है, पहले उन के लड़कों को सर्विस में मौका दिया जाना चाहिए और फिर दूसरे लोगो को रखा जाय। खास तौर से उन काश्तकारो के लड़को को पहले मौका दिया जाना चाहिए, जिन की जमीन एक्वायर की गई है। जैसाकि मैंने अभी कहा है, वह शहर के बग़ल की जमीन है और एक काश्तकार के पास दो तीन बीघे से ज्यादा जमीन नही होती है।

इसके बाद मैं अपनी कास्टीच्युएन्सी के विषय में कुछ कहना चाहता हूं। हमने बहुत दरख्वास्तें दी हैं कि चौखंडी और लोहता के बीच में एक फ्लैग-स्टेशन बनाया जाय। शायद रेलवे बोर्ड ने उसको स्वीकार कर लिया है। वहां पर टिकट बेचने के लिए टेन्डर भी मांगे गए थे और शायद लोगों ने टेन्डर दिए भी। छः महीने हो गए हैं, लेकिन कोई सुनवाई

नहीं हुई है । मेरी समझ में नहीं आता है कि जब वहां पर एक फ्लैग-स्टेशन बनाना ग्रान्ट कर दिया गया है, तो फिर इसमें इतनी देर क्यों हो रही है । मैं प्रार्थना करना चाहता हूं कि माननीय मंत्री कृपा कर के इस के विषय में जल्दी कार्यवाही करें ।

खालिसपुर और बावतपुर के बीच में एक फ्लैग-स्टेशन बनाने की बहुत दिनो से माग थी । जैसा कि आप जानते हैं, वह हमारे बनारस शहर का एक सुबर्ब है । आप इस बात का विचार करें कि खालिसपुर और बावतपुर में छः पौने छः मील का फ़ासला है । वहा के रहने वाले बहुत से काश्तकारो ने इस विषय में एप्लिकेशन दी थी और हमने उस को रिकमेंड किया था । एक इस्पेक्टर साहब वहा जाते है । मैंने या वहा के रहने वालो ने उनकी शक्ल भी नही देखी । एक दफा एप्लिकेशन खारिज हो गई थी । उस के बाद फिर एप्लिकेशन दी, लेकिन आज तक इस्पैक्टर साहब की शक्ल दिखाई नही दी । शायद आफ़िस में बैठ कर किसी इन्फ्लुएन्स के मातहत उन्होने लिख दिया । इस पर आप विचार करें कि यह बनारस का सुबर्ब है और दोनो स्टेशनो के बीच में पौने छः मील का फासला है । वहा पर एक फ्लैग-स्टेशन ज़रूर होना चाहिए ।

आप की एफ़िशेन्सी के सबब से मुगलसराय और बनारस के बीच मे बस चलने लगी है । अब कोई बनारस से मुगलसराय ट्रेन से नही जाता है । रोडवेज़ की सर्विस को डेली तीन से पांच हज़ार रुपए तक आमदनी हो रही है । आप ऐसी पालिसी अपनायें कि बड़े बड़े शहरो के जो सुबर्ब हैं, उन के पास छोटे छोटे स्टेशन खोलें, ताकि रेलवे की आमदनी हो सके, नही तो वह दिन बहुत करीब आने वाला है, जबकि सर्ज की जो रेलवेज हैं, उन को बहुत हानि होगी और आप को बहुत घाटा होगा और जब आप यहां पर घाटे का बजट ले कर आयेंगे, तो आप को हमारा समर्थन प्राप्त नहीं होगा ।

श्री रोहनलाल चतुर्वेदी का एक मामला है, उस को भी मैं यहा पर कहना चाहता हूं । बहुत कहने के बाद शास्त्री जी ने इनायत की और आप की इनायत उसमें शामिल थी कि बरहन और एटा में रेलवे बना दी, लेकिन वह इनायत बहुत काफ़ी नही थी । उसमे थोड़ा सा इज़ाफा होना चाहिए । बरहन और ऐटा के साथ कासगज और बढ़ा देना चाहिए । अगर बरहन-एटा कासगज लाइन बन जायगी, तो हाथरस से जो लोग चलते हैं, उनके लिए कासगज, बरेली, लखनऊ तक बिल्कुल पास का रास्ता हो जायगा । श्री चतुर्वेदी ने इस लाइन की खास तौर से सिफारिश की है । हम लोगो की इस बारे में उनके साथ पूरी सिम्पथी है । अगर यह रेलवे लाइन बना दी जायगी, तो रेलवे को बहुत फ़ायदा होगा और उसकी आमदनी में इज़ाफा होगा ।

जहा तक रेलवे की एफ़िशेन्सी का ताल्लुक है, आप चाहे कितनी दलील दें, कितनी ही रीज़न दें, यह तो मानना ही पड़ेगा कि रेलवे की एफिशेन्सी बहुत कम हो गई है और उसकी एफिशेन्सी को कायम रखना निहायत लाज़िमी है । हमारे कितने ही शार्ट नोटिस क्वेश्चन और कालिंग अटेंशन नोटिस लैप्स हो गए हैं कि बनारस से जो ट्रेन आती है, वह देर से आती है । अगर आदमी कोई प्रोग्राम बनाता है और किसी प्रोग्राम से चलता है और अगर रेल तीन चार घटे देर से पहुंचती है, तो इतनी खिजलाहट पैदा हो जाती है कि यह ख्याल आता है कि अगर रेलवे से न चले होते, तो अच्छा था । आप रेलवे की इन-एफ़िशेन्सी को दूर करने के लिए शीघ्र ही कोई प्रबन्ध करें । तब तो मैं समझता हू कि भारतवर्ष का उपकार हो सकता है ।

इसके साथ ही साथ मैं यह भी कहना चाहता हूं कि रेलो का भार किस तरह से कम हो सकता है । यह भार तभी कम हो सकता है जबकि इनलैंड वाटरवेज और कोस्टल शिपिंग की तरक्की की जाय । इस वास्ते मैं रेलवे

[श्री रघुनाथ सिंह]

मिनिस्ट्री से तथा कैबिनेट से भी यह कहना चाहता हूं कि रेल्वेज को अच्छा बनाने के लिए, मुसाफिरों को और अधिक सहूलियत पहुंचाने के लिए तथा रेलों पर से भार को कम करने के लिए, इनलैंड और कोस्टल शिपिंग की तरक्की की जाय और इस ओर यथेष्ट ध्यान दिया जाए ।

Dr. Melkote (Raichur): For the past eight to ten months, I have been travelling constantly in different parts of the country, and I have been noticing the Herculean effort that is being made by the Railway Ministry either in repairing the tract or in repairing the bridges, or in renovating the waiting rooms, or in making improvements in the train timings etc. I, therefore, consider it necessary, on behalf of the public and on my own behalf, to congratulate them on this Herculean task of improving the travel facilities for the public.

While I say this, let me also tell the Railway Minister that the public today are hearing constantly of accidents, and they are exercised over these accidents that are occurring frequently. People have begun to ask whether it is not true today to say that air travel is much more comfortable and safe than rail travel. It is possible that the Railway Ministry is complacent the idea that the number of accidents in this country is fewer than the number of accidents that take place in other countries. But that is no consolation. To give average figures in regard to accidents is no consolation to the person who meets with accidents. It is just like saying that our of hundred cases affected by a particular disease, ninty per cent get cured, while ten per cent pop off; it is no consolation to the ten per cent to say that they are not being attended to. I, therefore, feel that it is necessary that the Railway Ministry should pay greater attention and see why these accidents are constantly occurring. It is being said that the human element is responsible for this. But I personally feel that the standard of training, and the amount of education that has to be given to the individual workmen are also matters to be attended to in order that we may obviate these accidents.

I have also to say something on the type of planning that the Railway Ministry have undertaken with regard to the laying of railway lines and the necessity for integrating rail communication with road communication in particular. The Plan as envisaged is a big one, and it would take four or five or six plans to meet the felt needs of the public at the different places. Are we to wait till then? Or is it possible to effect changes in such a manner that the travelling public on the roads or on the railways get greater facilities even now? It is here that the close integration of the railway system with road communication is urgently necessary. I do not know whether there is a separate body constantly looking into the needs of the passenger traffic both on the roads as well as on the railways. If such a body is not there, I feel it is necessary to constitute one such to go into this matter more carefully.

In this connection I would also like to draw attention to one particular fact, and that is, that during the British regime, the Government were looking only to one aspect, that is, the military and political needs of the regime, and the profit-making motive of the different private concerns. But today, the railways are nationalised. So, it is not merely the profit motive, but it is the convenience of the public that has got to be kept in view. The railways have been developed now for over a century. The Government that was there in power before Independence saw to it that wherever there was a railway line, there was no parallel road system, so that the railways could make adequate profit. That is what one notices if one

looked at the various parts of the country. But the fact remains that today the traffic is so colossal that for quite a sufficient time to come, it would not be possible for the railways to carry the full load. So, it is necessary to develop a parallel road system also. That is where the question of integration comes in, so that the travelling public may have one or the other of the modes of conveyance. In this behalf, I would suggest the possibility of the railways themselves making such a venture, apart from the different public agencies.

In regard to the question of laying of roads, it is possible that the extra cost that one has to meet in the Plan would be very much more if one has got to construct bridges also. In several parts of the country, there are bridges already laid by the railways, and on quite a number of them, the number of trains that run during the twenty-four hours of the day may be five or six or seven or eight, including goods trains. In such places, the question may be considered whether it would not be possible to lay a road on the rail-bridge itself and allow or not forbid the carrying of ordinary road vehicles on the rail-bridges.

This is being done in several parts of the Continent and in certain parts of this country, in Cochin, for instance. Whether this method of coordinating the efforts of the railways and those of the road system would not help the economy of the country and at the same time be of greater convenience to the public is a matter which I would like the Railway Ministry to go into in greater detail.

While speaking about accidents, I must mention one particular fact which I have noticed in the case of the Mahboobnagar accident. Whereas the railway bridge has been repaired and the canal has been widened and the abutments attended to, so that there is no corrosion of the banks, lower down there is another road that is running with a bridge on it. The ventway of the bridge on the road is so narrow that when there is a cloud burst, sufficient water cannot flow out and water would accumulate and a lake would be formed. While the railways have paid attention to improving their own track as well as the bridge, it is necessary that the State P.W.D. should attend to this aspect of the problem. I do not know whether the State P.W.D. and the railways have jointly considered this question, but if it has not been attended to, it would be necessary to do so, because that region is a hilly tract and a cloud-burst may occur any time and another accident may happen. Therefore, it is necessary to take stock of the situation and draw the attention of the State P.W.D. authorities to attend to this aspect of the problem.

There have been several hon. Members who spoke about the National Federation of Railwaymen. I do not know whether they seriously contend that wherever there has been recognition given to one Union, similar recognition should be given to one or more Unions of the same unit. It has been stated by very many Members of the Opposition, including the Communist members, for a long period of years that it is necessary for the country to have one labour policy, which would give recognition to one Union in one factory. But whenever it is convenient to them and wherever they are not in possession of the labour situation and a different union to their own gets recognition they would request for recognition of another Union that is their own. Whether they would consider the possibility of other Unions rival to them asking for similar recognition and whether they would concede recognition of such Unions is a matter which they have got seriously to consider.

It is in view of the unanimous opinion expressed by the different labour groups in tripartite conferences that Government have come to the decision that wherever recognition has

[Dr. Melkote]

got to be given, it has to be only of one Union and no more. This is the general policy followed all over the country. But here it is being said that the railways should consider the question of recognition of one or more Unions under them. I think this is a very retrograde step which the Opposition themselves would not welcome because it will put them into greater trouble later elsewhere.

Therefore, I would congratulate the Railway Ministry for having taken this step of recognising only one federation, the National Railway Federation, and no more. I feel that this is in keeping with the well-being of labour itself.

I would like to draw the attention of the Railway Minister to one more fact, and that is with regard to the lack of sufficient foreign exchange for purchase of materials either for railways or for other departments of Government. Whereas Andhra Pradesh and Orissa have pleaded their case, the case of Mysore also needs to be represented. Whereas Andhra and Orissa have got coastal lines, railway line as well as road line, the western side right from Bombay down to Mangalore has got neither a road nor a railway. The hinterland there stands undeveloped. In this part of the country, there is plenty of iron ore, the quality of which is more than 70 per cent iron which can be very easily exported. Apart from putting up a very good road system, it is necessary for the railways to develop railway lines there so that the ore could be transported to the port itself. There are three such railway lines which could be thought of—one from Hassan to Mangalore, another from Dandeli to Karwar and the third from somewhere near Hospet to Bhatkal. These three lines would be somewhere about 250 miles in all and they cost about Rs. 15 to Rs. 16 crores only.

It is understood that the quantity of ore that is there is more than 1000 million tons, and exploitation of 1 to 2 per cent of it would in itself be sufficient to earn foreign exchange to the extent of nearly 50 crores, which would be available for the development of the country. The Railway Ministry should consider this question not from the point of view of giving more railway track for Mysore but from the point of view of getting more foreign exchange.

The efficiency of the railways and the delays that occur have been commented on by several Members. I would not like to go into it except to cite one instance relating to my own constituency. There is a train from Raichur starting somewhere about 12.15 in the night. It makes a start there and by the time it reaches Wadi, it is 4 in the morning, by which time—15 minutes earlier—the train that is coming from Bombay reaches the place. The train from Raichur side just steams into the platform and the other train steams away. This causes great inconvenience to the public. Several letters in protest have been sent to the Ministry without any effect so far. If the train from Raichur starts 15 minutes or half an hour earlier, because it is dead of night, it makes no difference whatsoever. I hope the Railway Ministry will keep this in mind and make the necessary changes.

Mr. Speaker: Again and again I find hon. Members insisting on the Minister to do such things. These are all small matters which need not be brought up before the House here. Matters like a train being started 15 minutes earlier so that people may catch another train can be attended to by the decentralised sector of the administration. There is a General Manager in each place.

Shri Shahnawaz Khan: It is being done.

Mr. Speaker: The hon. Member was a Minister in Hyderabad. He comes and complains that it has got

to be done at the Railway Ministry level here. I would urge upon all hon. Ministers to see that such matters are disposed of there and then. Only important matters of policy involving large expenditure should come up for discussion here.

Shri Shahnawaz Khan: There are zonal consultative committees. All these matters are discussed in those committees and decisions taken.

Mr. Speaker: Why should not instructions be given to the General Managers that whenever a Member of this House who can table a question here, writes to them, it should be attended to? Otherwise, I will have to admit questions on all these subjects here.

Shri Naushir Bharucha (East Khandesh): The General Manager or somebody on behalf of the railways writes to all MPs every time a time-table is about to be changed calling for suggestions. That is being done. (*Interruptions*).

Shri Tangamani (Madurai): But the suggestions are never accepted.

Mr. Speaker: I do not propose to admit any questions hereafter relating to minor details. Members must first of all satisfy me that they have gone to the proper authority like the General Manager, before they come to this House. Otherwise, I will reject all those questions. The hon. Minister will certainly instruct the General Managers to attend to all these representations, and if in spite of those representations being made, they are not attended to, this will be the final court. There is no point in straightway tabling a question here regarding a bridge in one place or a wayside station in another or a level crossing in a third and so on. It is rather inconvenient; we are spending away the time of the House.

Shri Thanu Pillai (Tirunelveli): When we approach the local railway authorities, they say that there are standing orders and rules for opening of gates, railway crossings and even for connecting trains—for inclusion or deletion. They say there is policy involved every time. For policy matters we have to go to the Minister and to Parliament.

Mr. Speaker: Why should they not write to the Minister? After exhausting the remedy provided through General Managar level, let them write to the Railway Board or the Minister.

Shri M. L. Dwivedi (Hamirpur): There are certain matters which we have brought even up to the Minister. Even then, things have not been settled. Then shall we not be able to put things here?

Mr. Speaker: Let them satisfy me that they have approached the Minister also and then come to the House.

Shri Punnoose (Ambalapuzha): Have we to produce the letters?

Mr. Speaker: If they make a statement, I will accept it.

Shri Punnoose: We have received replies saying that it is receiving 'active consideration'. But that 'active consideration' lasts for years.

Mr. Speaker: Hon. Members are holding a high position. If they say that they have exhausted all sources including the Minister, I will accept it.

Dr. Melkote: I was saying that during my travels I have been trying to visit the restaurants, waiting rooms at the different places and other amenities provided for the passengers for getting their food and other things. I noticed generally that the kind of cleanliness that one would expect is not there. It is possible that the Railways have been trying to improve. One can see this in every place. But, equally so, particularly in the restaurant cars, if one visited the place where the cooking is done, and saw the people that cook there, one would not subsequently take food possibly for days together. I do not

[Dr. Melkote]

know whether that standard is what one would expect. May I request the Railway Minister to kindly pay attention to it because food is a very important aspect of human life, and see that those people are cleanly clothed and the floor is clean and the vessels etc. are also clean and the food is cleanly served also.

There is another aspect of the question which I would bring to notice and that is with regard to labour. I understand that sweepers and others who are employed by the Railways, many of them, are uneducated. But, today, with the impetus to adult education, they are studying in higher classes and many of them have qualified themselves educationally for higher posts. But, it is said that new recruits are being entertained whilst even those who are, already in service and who have qualified themselves do not have their status improved. It stands to reason that those already employed should reap the benefit first much more than a newcomer and, I hope, the Railway Ministry will give attention to this aspect of the question.

Lastly, there is one aspect which I would like certainly to deal with because it touches on the economy of the Railways. If any individual wants to construct a particular thing, say a tank, the cost that he has actually to incur would be a fraction of the cost that would be incurred by any of the Government departments. The Railway P.W.D. is spending money, which one cannot understand, for the same type of construction by several times more. Whilst the State P.W.D. spends twice or thrice more than what an individual would spend on an item of construction, the Railways would be spending 4 to 6 times nearly of what the P.W.D. would spend. That Railways possibly may say that particular standards have got to be maintained. But, I cannot personally understand why this colossal amount should be spent when the whole system is being worked on contract system. When I approached the contractors as to the reason why this was the case they said that one of the reasons was that their bills were not quickly settled and that they had to borrow money from the moneylenders apart from banks, and that 2, 3 or 4 years are taken for geting their accounts settled during which time they had got to pay interest and all that interest was being met by the public exchequer. This naturally enhances the cost of the construction. Whilst I am not here to plead the cause of the contractors who make money, I say that so much more money is paid from the public exchequer that it costs 5 to 6 times more than what it would cost normally. If we want to economise, we should pay better attention towards the speedy settlement of contractors' bills. I am sure, by that, the rates of contract would come down to the benefit of the public. I hope the Railway Ministry would keep this in mind and attend to it.

श्री इ० मधुसूदन राव (महबूबाबाद) : अध्यक्ष महोदय, मैं आपको सब से पहले धन्यवाद देना चाहता हूं कि आपने मुझे बोलने का अवसर प्रदान किया है । मैं कल भी बोलने के लिए कई बार खडा हुआ था लेकिन चूकि कल मुझे अवसर नही दिया जा सका, इस वास्ते मैं निराश होकर वापस चला गया ।

इसके साथ ही साथ मैं रेलवे मंत्री जी को भी बधाई देना चाहता हूं कि उन सब कामों के लिए जो कि उन्होने आजादी मिलने के बाद किए हैं तथा जो प्रथम पंचवर्षीय योजना शुरू होने के बाद से किए हैं । आज तक काफी तरक्कियां की गई है और ये उन सब कठिनाइयों के बावजूद की गई हैं, जो हमारे रास्ते में आई थी । हमारे सामने आर्थिक कठिनाई थी, टैक्निकल आदमियों की हमारे पास कमी थी, इंजीनियर्स हमारे पास कम थे, सामान काफी हद तक हम को बाहर से मंगाना पड़ता था, लेकिन इन सब के बावजूद जो तरक्की हुई है, उसके लिए रेलवे मंत्रालय बधाई का पात्र है ।

इसके साथ ही साथ मैं यह भी कहना चाहता हूं कि जो स्थिति आज है वह संतोषजनक नहीं है । मुझ से पहले बोलने वाले माननीय सदस्यों ने अपनी अपनी कठिनाइयों का जिक्र किया है और जो उनकी इच्छायें थीं उनको इस सदन के सम्मुख रखा है हर कोई यह चाहता है कि जिस चीज की उसको आवश्यकता है वह जल्दी जल्दी और समय पर हो जानी चाहिये । यह तो कभी नहीं हो सकता है कि सभी काम एक दम हो जायें । चाहे रेलवे का महकमा हो, चाहे कोई और महकमा हो, कोई भी सभी कामों को एक दम से नहीं कर सकता है । इसके लिये समय की आवश्यकता होती है । यहां पर बाहर के लोग भी आये हैं और उन्होंने हमने जो प्रगति की है, उसके लिये हमारी प्रशंसा की है । आर्थिक कठिनाइयों के होते हुए, इंजीनियरों की कमी होते हुए, सामान की उपलब्धि में दिक्कत पेश आते हुए भी, जो प्रगति हमने की है, उसकी बाहर से जितने भी बड़े बड़े नेतागण आए हैं, प्रशंसा ही करके गए हैं । इसी से हमको सन्तोष नहीं कर लेना चाहिए । हमको चाहिए कि जो जनता की तकलीफें हैं उनको हम जल्दी से जल्दी दूर करें । इसके लिए हमारे जो अधिकारीगण हैं उनको जागरूक रहना होगा । उनको जनता की तकलीफों से पूरी जानकारी रखनी होगी । अधिकारियों के सामने प्लान को रखा जाता है और वे उसको पूरा करने की चेष्टा करते हैं । रेलों का काम अच्छा हो, इसके लिये प्लानिंग कमेटीज बनाई गई हैं और हमारे यहां एक रेलवे बोर्ड भी है, जो कि हर चीज को देखता है । लेकिन मैं कहना चाहता हूं कि हमको उन्हीं कामों को पहले लेना चाहिए जिनके पहले किए जाने की जरूरत है । उन्हीं रेलवे लाइन्स को प्रेफ्रेंस दिया जाना चाहिये जिनकी सबसे अधिक आवश्यकता है । मैं इस सदन में यह देख रहा हूं कि जहां पर पहले ही से सुविधायें मौजूद हैं वहां पर और अधिक सुविधायें उपलब्ध करने की मांगें पेश की जा रही हैं, जहां पर पहले ही से सम्पन्न हैं वहां पर और लाइनों की मांग की जा रही है । लेकिन जहां पर कोई लाइन नहीं है उसकी तरफ कोई ध्यान नहीं दिया जा रहा है । हमको सब से पहले रूरल एरियाज की तरफ ध्यान करना चाहिए और उन्हीं को तथा पहाड़ी इलाकों को प्रेफ्रेंस देना चाहिए । मैंने चुनाव के दिनों में अपनी जनता को यही कहा था कि हम उसको और अधिक सुविधाय देंगे । जो ग्रामीण जनता पहाड़ी इलाकों में रहती है, उसके लिए न अंग्रेजों के जमाने म और न ही आज कोई रेलवे लाइन्स दी गई हैं ।

मैं आपके सामने भद्राचलम् में जो वाकया हुआ था उसको पेश करना चाहता हूं । भद्राचलम् मेरी कंस्टिट्युएंसी नहीं है लेकिन उसका मैं हवाला देना चाहता हूं । मैं रेलों की बात नहीं कर रहा हूं । मैं वहां की जनता के सुख और चैन की बात और उसके रहन सहन की बात करता हूं । पिछले साल एक नाव दुर्घटना में दो सौ आदमियों को जानें चली गई थीं । वहां के लिए मैं समझता हूं तीस साल पहले एक रेलवे लाइन प्रोपोज की गई थी और उसको बस्तर से आदिलाबाद तक ले जाने का विचार था । यह लाइन पहाड़ी इलाके के लिए थी लेकिन इसके बारे में कुछ नहीं किया गया है । मैं प्रार्थना करता हूं कि पहाड़ी इलाकों का सबसे पहले खयाल किया जाए और वहां के लोगों को सबसे पहले रेलों की सुविधायें प्रदान की जायं ।

इस सदन में कर्मचारियों को सुविधायें प्रदान किए जाने की कल से मांग की जा रही है । जो एक्सिडेंट्स हुए हैं उनकी भी चर्चा की गई है । आजकल बहुत ज्यादा एक्सिडेंट्स हो रहे हैं । कोई नहीं कह सकता कि इस सदन के उठने के दो दिन बाद या इसके बैठने के दो दिन पहले या चार दिन पहले एक्सिडेंट नहीं होगा । इनको कोई रोक नहीं सकता है । यह ईश्वरीय चीज है । लेकिन इसका यह मतलब नहीं है कि हमारे अधिकारीगण, या दूसरे जो छोटे लोग हैं उनको सजग और जागरूक नहीं रहना चाहिए । अपना काम उनको बड़ी होशियारी के साथ करना चाहिए और अपने

[श्री मधुसूदन राव]

कामो मे दिलचस्पी लेनी चाहिए । जो छोटे कर्मचारी है या जो लेबर क्लास हैं उसमें हम लोगों ने कुछ दिलचस्पी ली है और उनको काफी सहूलियते आजादी मिलने के बाद पहुंचाई गई हैं उनके लिए अच्छे मकानो का का प्रबन्ध किया गया है, अच्छी खाने की चीजों का प्रबन्ध किया गया है, उनकी तनख्वाहें अच्छी कर दी गई हैं, उनको अधिक महगाई भत्ता दिया गया है । मगर मुझे अभी भी शिकायत है और मैं चाहता हू कि लेबर को ज्यादा सुविधाएं दी जाए । जब तक आप निचले कर्मचारियो को अच्छी निगाह से नही देखेगे, उनकी शिक्षा का अच्छा प्रबन्ध नही करेगे, रेलो के बारे मे उनकी अच्छी तरह मे जानकारी नही करायेगे, जिन जिन प्रान्तो मे वे काम करते है, उन उन प्रान्तो की भाषाओ का उनको ज्ञान नही करायेगे, तब तक व लोग अपने काम को अच्छी तरह मे नही कर सकेगे और उनके रास्ते मे बाधाये रहेगी ।

यहा रेलो पर सफाई इत्यादि के बारे मे, सैनिटरी कडिशस के बारे मे, हैल्थ कडिशस के बारे मे कई माननीय मदस्यो ने अपने विचार प्रकट किए हैं, । इसके बारे मे मुझे भी शिकायत है । जब से मै एम० पी० बना हू तब से रेलो पर मेरी बडी आवभगत होने लग गई है और जो मै कहता हू वह कर दिया जाता है । मै इस बात को भी मानता हू कि पब्लिक की भी और हम लोगो की भी कुछ जिम्मेदारिया है और उनको हमे निभाना चाहिए । हमे भी और आम जनता को भी सफाई का ध्यान रखना चाहिए । मैने देखा है कि जहा मुझे पानी की तकलीफ हुई वहा मुझे पानी सुलभ कर दिया जाता है, अगर कही लाइट नही होती है, वहा लाइट पहुचा दी जाती है या अगर वह बिगड़ी हुई है तो दुरुस्त कर दिया जाता है । लेकिन मैं चाहता हूं कि ये सुविधायें हम तक ही सीमित न रह कर आम जनता को भी मिले । आज हम डेमोक्रेसी के युग में रह रहे हैं जनतांत्रिक युग में से होकर गुजर रहे हैं और इसमें हमें आम जनता का अधिक खयाल रखना है । आज मैं देखता हूं कि अधिकारी लोग आम जनता की कोई परवा नही करते हैं । मैं यह बात सभी अधिकारियों के बारे में नही कह रहा हूं । उनमें बहुत से अच्छे भी हैं । लेकिन जो जनता की तकलीफें हैं उनकी ओर भी उनको ध्यान देना चाहिए । अगर कर्मचारियो की भी कुछ तकलीफे हैं और उनको भी अगर दूर कर दिया जाए तो वे भी अच्छा काम कर सकेगे और देश के हित मे कर सकेगे । हम लोगो को अच्छे अधिकारियो की प्रशसा करनी चाहिए और जो टीका टिप्पणी करे वह उनके मुह पर करे ।

अब मैं जो कमेटीज रेलवे बोर्ड द्वारा बनाई जाती है उनके बारे मे कुछ कहना चाहता हू । ये कमेटीज डिस्ट्रिक्ट वाइज और प्रान्त वाइज बनाई जाती हैं । जो लोग उन कमेटीज मे लिये जाते है उनसे यह आशा की जाती है कि वे अपने इलाके के लोगो की छोटी से छोटी और बडी से बडी शिकायत को कमेटी मे रखे । वारगल की बात मै आपको बतलाना चाहता हू । वहा पर ऐसे लोगो को कमेटीज मे लिया गया है जिनको कुछ भी मालूम नही है और जो रेलवे के बारे मे कुछ भी जानकारी नही रखते है । ऐसे लोग क्या जानकारी बोर्ड को देते होगे यह आप खुद समझ सकते है ।

हमारे सादतअली खा साहब जो पार्लियामेंटरी सेक्रटरी है वारगल से चुन कर आये है । काजीपेट से बेजवाडा तक जो लाइन जाती है उससे आधे एम० पी० गुजरते हैं । जिनको बम्बई जाना होता है, जिनको हैदराबाद जाना होता है, जिनको मद्रास जाना होता है तथा जिनको आन्ध्र जाना होता है वे सब इसी लाइन से हो कर जाते हैं । लेकिन मुझे अफसोस के साथ कहना पड़ता है कि जब से आन्ध्र बना है जहा तक रेलवे लाइन का ताल्लुक है, तेलंगाना में

कुछ भी काम नही हुआ है और न कोई स्कीम हाथ में ली गई है । काजीपेट से भाचरला तक की लाइन के लिये जो प्रपोजल्स थे लेकिन उन पर कोई पग नही उठाया गया । ओवरक्राउडिंग की समस्या भी वैसी की वैसी ही है । इस वास्ते मैं प्रार्थना करता हू कि लोगों की तकलीफ को दूर करने के लिये हैदराबाद से बेजवाडा तक वाया काजीपेट और काजीपेट से वर्धा तक एक डबल लाइन बनाई जाये । इससे ५५ फीसदी जो एम० पीस० इस लाइन से सफर करते है उनको सहूलियत हो जायेगी और जनता की जो शिकायत है वह भी दूर हो जायेगी । काजीपेट एक ऐसा स्टेशन है जो कि हैदराबाद, मद्रास, बम्बई आदि जगहो को जाने वालो के लिये सेटर मे पडता है ।

काजीपेट मे जो गाडी पहुचती है तथा वहा पर जो एम० पीस० को बहुत ज्यादा इंतिज़ार करना पडता है उसकी ओर भी मै आपका ध्यान दिलाना चाहता हू । रात के ११ बजे वह गाडी हमे काजीपेट मे छोड देती है और वहा पर हमे तीन बजे तक पड रहना पडता है । वहा पर जा बन्दोबस्त है वह भी ठीक नही है उसकी तरफ भी आपका ध्यान जाना चाहिये ।

काजीपेट के वेटिंग रूम्स और वरगल के वेटिंग रूम्स हालाकि फर्स्ट क्लास के है लेकिन वह थर्ड क्लास के समान है क्योकि वहा पर काफी भीड रहती है जिसके कारण वहा का इतिज़ाम ठीक नही रहता । मन्त्री महोदय जब चाहे जाकर मुआयना कर सकते हैं कि मै जो कह रहा हू वह ठीक है कि नही । इसके लिये जनरल मैनेजरो को कहा जाय कि हर प्रान्त में सलाहकार कमेटिया बनाई जाय और उनके सलाह मशविरे से काम किया जाय ।

अब थोडा सा मै रेलवे एक्सीडेंट्स के सम्बन्ध में हाउस को बतलाना चाहता हू । मेरे जिले में तीन साल हुये जनगाव मे रेलवे एक्सीडेंट हुआ और हमने देखा कि क्लेम कोई करता है पैसा किसी दूसरे को मिलता है और मरता कोई और है । जिस आदमी को दफ़नाया गया उसकी तहकीकात तो नहीं की गई और जिस आदमी के नाम पर उस मुर्दे को दफ़नाया गया वह वास्तव में जिन्दा था । इस प्रकार मृत व्यक्ति के परिवार को कोई सहायता न मिल सकी । मै चाहता हू कि दुर्घटनाओ के फलस्वरूप जो क्लेम्स रेलवेज के पास आते हैं उनकी ठीक तरीके से जाच पडताल कराई जानी चाहिये ताकि सही आदमी को ही क्लेम मिले और ऐसा न हो जाय कि क्लेम किसी और के परिवार को मिल जाय और दुर्घटना में मरे कोई और । बम्बई कलकत्ता मेल दुर्घटना के फलस्वरूप ५४ आदमी मरे । उनकी लिस्ट मिल गई है । आज उनको अपना क्लेम किये हुए ३, ३ और ४, ४ महीने हो गय है लेकिन अभी तक रेलवे मन्त्रालय से उनको कोई पैसा नही मिला है । इनके अलावा दो और रेलवे दुर्घटनायें हुई है जिन में कि एक मे ९४ और दूसरे म २० मौतें हुई । मेरा सुझाव है कि रेलवे अधिकारियो द्वारा क्लेमो की अदायगी मे इतनी देरी नही करनी चाहिये अलबत्ता उनको सावधानी से क्लेमो की जाच पडताल करके तब देना चाहिये ताकि गलत आदमी क्लेम न ले जाय और असली और सही आदमी महरूम न रह जाय ।

इसके अतिरिक्त मैं आपका ध्यान भद्राचलम् की ओर आकर्षित करना चाहता हू जो कि तीर्थ स्थान है और जहा २ महीने बाद बहुत काफी सख्या में भारत के कोने कोने से तीर्थ यात्री जमा होगे और हर साल जमा होते है । डोर्नकल जकशन बहुत बडा जकशन है उससे २५ मील की दूरी पर कोत्तागूडेम् कोल माइस है जहा ८० हज़ार लोग बसते हैं जिन में से ३० हज़ार कोल माइस के मजदूर है । परिस्थिति यह है कि डोर्नकल से भद्राचलम् जाने के लिये कोत्तागूडेम् से जाना होता है । अत इस तीर्थ यात्रा के लिये विशेष प्रबन्ध और पूरा प्रबन्ध होना चाहिये । डोर्नकल तथा कोत्तागडेम् स्टेशनों पर रेलवे की सामान्य सुविधायें

[श्री मधुसूदन राव]

सुलभ नही हैं, खाने पीने और रहने आदि की सुविधा नही है जिसके कारण यात्रियों को बड़ी असुविधा का सामना करना पड़ता है। वहा पर यात्रियो को पीने का पानी तक नही मिलता और रहने के लिये कोई माकूल इंतजाम नही है। हर साल काफी बड़ी संख्या में यात्री लोग वहां पर एकत्रित होते हैं। जरूरी सुविधाओ के न रहने से उनको बहुत कठिनाई उठानी पडती है। वह बडा तीर्थ स्थान है और कोल माइस का बहुत बडा सेटर है और इसलिये यह बहुत जरूरी हो जाता है कि आप वहा पर आवश्यक सुविधाओ की व्यवस्था करे।

रेलवे एक्सीडेंट्स के बारे मे मै रेलवे मंत्री महोदय और रेलवे मत्रालय को यह सलाह देना चाहता हू कि जैसे हमारे यहा रोड सेफ्टी वीक बनाया गया है वैसे ही यदि रेलवे सेफ्टी वीक बनाया जाय तो मै समझता हू कि उसका अच्छा असर पडेगा और सभवत दुर्घटनाओ मे कमी हो सकती है।

जहा तक रेलगाडियो के ठीक समय पर पहुचने का सवाल है मै समझता हू कि इसके बारे मे आमतौर पर लोगो मे यही खयाल पाया जाता है कि रेलगाडिया आमतौर पर ठीक समय पर नही आती और मै समझता हू कि हम सबको भी इसका अनुभव है। मैं अपने जाती अनुभव की बात सुनाना चाहता हूं कि अभी थोड़े दिन की बात है कि मै काजीपेट टु दिल्ली वाली गाडी से अपने परिवार, बाल बच्चो को यहा दिल्ली मे सुबह साढ़े ८, ९ बजे एक्सपैक्ट कर रहा था लेकिन मै इतजार करते करते थक गया और गाड़ी दिल्ली कही १ बजे जाकर पहुची। मैं टेलीफोन करके थक गया लेकिन गाड़ी उस दिन १ बजे आई। खैर भगवान का शुक्र है कि वह १ बजे तो आगई और मेरे बाल बच्चे सकुशल यहा पहुच गये। यह जो गाड़ियों की आमतौर से देर में पहुचने की शिकायत है, इसकी ओर रेलवे अधिकारियों को विशेष रूप से ध्यान देना चाहिये और जनता की इस शिकायत की अवहेलना नहीं करनी चाहिये और ऐसा प्रबन्ध करना चाहिये ताकि रेल ठीक समय पर पहुंच ही जायें।

तेलंगाना के वे ९ जिले जो कि अब आन्ध्र प्रदेश में शामिल हो गये हैं, उनकी ओर सरकार को ध्यान देना चाहिये। वहा की जनता यह आशा लगाये बैठी थी कि निजामशाही के खात्मे के बाद उनकी अवस्था में सुधार होगा लेकिन मुझे यह खेद के साथ कहना पडता है कि उनको इस सम्बन्ध मे निराशा ही पल्ले पडी है। आपके सेकेंड फाइव इयर प्लान मे वहा के लिये कोई नई रेलवे लाइन, डबल या सिंगिल बिछाने का जिक्र नहीं है। आखिर निजामशाही का खात्मा करके और पुलिस एक्शन के ४ साल बाद तक मिलिटरी राज्य रहने के बाद अब जाकर यह आन्ध्र प्रदेश बना है और वहां की जनता शेष भारत की जनता के समान पूर्णरूप से प्रजातत्री ढाचे के अन्दर रह रही है और इसलिये यह बहुत आवश्यक हो जाता है कि वहा की जनता को हम सुख सुविधाओ से वचित न करे और तुरन्त उनको सुविधायें देने की व्यवस्था करे।

मेरा सुझाव है कि हैदराबाद से बैजवाडा तक डबल लाइन कर दी जाय। बैजवाडा और वरगल बडे इडस्ट्रियल सेटर है और वहा पर कोल माइस मौजूद है। डबल लाइन के बन जाने से कोयला और खाद्यान्न इधर से उधर लाने ले जाने के लिये बहुत सुविधा हो जायेगी। इससे आज जो भीड़ होती है वह भी कम हो जायेगी और यात्रियों को राहत मिलेगी। नई रेलगाड़िया चलाने पर भी आज जो आन्ध्र प्रदेश में भीड़ होती है उसको दूर किया जाये और वहां की जनता को राहत पहुचाई जाये।

हमारे सादत अली खा साहब वरगल कांस्टीटुएंसी से आते हैं। वरंगल में अंडर-ग्राउंड ब्रिज बनाने का मामला करीब तीन

साल से चल रहा है लेकिन यह बड़े दुख के साथ कहना पड़ता है कि वह अभी तक नहीं बन पाया । सीडर्स लोग टैकनिकैलिटीज में तो जाते नहीं लेकिन जो रेलवे में इंजीनियर्स आदि होते हैं वे एक न एक टैकनिकल ऑब्जेक्शन लगा कर इस अंडरग्राउन्ड पुल के निर्माण के काम को खटाई में डाल देते हैं । मैंने इस सम्बन्ध में रेलवे मंत्री श्री जगजीवन राम से प्रार्थना की है कि वह इस अंडरग्राउन्ड ब्रिज के निर्माण के काम को शीघ्रता से करायें और इसमें अधिक देरी न करें। यह क्या बात हुई कि तीस साल के बाद वह कहा जा रहा है कि ओवरब्रिज हम बनाते हैं और एप्रोच रोड्स म्युनिसपैल्टी बनाये । अगर एप्रोच रोड्स म्युनिसपैल्टी बना सकती है तो फिर रोना ही क्या था । मेरा तो कहना है कि एप्रोच रोड्स रेलवे खुद बनाये क्योंकि ओवरक्राउडिंग होती है । वरंगल एक बहुत बड़ा इंडस्ट्रियल सेंटर है वहां कपड़े तथा तेल की मिलें हैं, जंगलात का इलाका भी है जहां से काफी मात्रा में लकड़ी का निर्यात होता है, लेकिन वहां गुड्सशेड का समुचित प्रबन्ध नहीं है । इसलिये यह बहुत जरूरी है कि वहां पर अंडरग्राउन्ड ब्रिज का निर्माण शीघ्र किया जाये और इस काम में और अधिक देरी न की जाय ।

हमने देखा कि श्री टी० टी० कृष्णमाचारी ने सिगरेट पर टैक्स बढ़ाया तो सारे देश में उसकी चर्चा हो रही है । रेलवे मंत्री महोदय ने रेल का भाड़ा नहीं बढ़ाया है और जाहिर है कि अगर उन्होंने उसमें बढ़ोतरी की होती तो सदन में तथा बाहर भी सनसनी पैदा हो जाती और यही कारण है कि श्री जगजीवन राम की और उनके रेलवे मंत्रालय की माननीय सदस्यों द्वारा कोई विशेष क्रिटिसिज्म नहीं हो रहा है । मैं फिर भी उनको बधाई देता हूं । वे दिन ब दिन तरक्की करें । भारत के जितने भी लोग हैं उनके लाभ के लिये जितनी भी रूरल एरियाज की लाइन्स हैं उनको ठीक करके उनकी प्रशंसा के पात्र बनें । मंत्रालय आज तक कठिनाई में था, फिर भी उसने बहुत कामयाबी हासिल की है । अधिकारियों के न होते हुये आर्थिक कठिनाइयों के होते हुये और इतने सारे एक्सिडेंट होते हुये भी उन्होंने बहुत काम किया है । वैसे आप कितना ही अच्छा काम करें एक भी एक्सिडेंट हो गया तो लोग आपको पता नहीं क्या क्या कहेंगे । आप वह सब सुनते हैं और बर्दाश्त करते हैं । आपको बर्दाश्त करना भी चाहिये । एक स्वतंत्र देश को चलाने में हमारे रास्ते में जितनी भी दिक्कतें आयें उनको हम बर्दाश्त करें ।

अन्त में मैं फिर आपसे निवेदन करूंगा कि जो अंडरग्राउन्ड ब्रिज बनने की स्कीम है, कहीं वह ओवरब्रिज न बन जाये । इसकी जांच पड़ताल की जाय । हालांकि वह मेरी कांस्टीटुएंसी नहीं है, हमारे सादत अली साहब वहां से एलेक्ट हो कर आये हैं, फिर भी मैं इसके लिये जोर देना चाहता हूं ।

श्रीमती सहोदरा बाई (सागर रक्षित अनुसूचित जातियां): अध्यक्ष महोदय, हमारे भाई इतने दिनों से कई बार रेलवे बजट पर बोल चुके हैं । मगर ज्यादा बहस करने से कुछ फायदा नहीं । इतना ही कुछ कहना चाहिये जितना कि काम का हो । कहीं की ईंट कहीं का रोड़ा, भानुमति ने कुनबा जोड़ा, मैं कहती हूं कि यह सब बकने से क्या फायदा हमारे देश में ऐसे बड़े-बड़े शहर हैं जो पहले से ही बैकुंठ बने हुए हैं । मगर हमारे भारतवर्ष में ऐसे जिले भी पड़े हुए हैं जो बिल्कुल खंडहर पड़े हुए है । वहां के लोग बड़े कष्ट में रहते हैं । न वहां रेलवे व्यवस्था है, न रेलवे स्टेशन है, वहां न कोई जंक्शन है, न खाने पीने का इन्तजाम है । हमारे मध्य प्रदेश में कई जिले हैं, जैसे कि मेरी कांस्टिटुएंसी सागर जिला है वहां से

[श्रीमती सहोदरा बाई]

पहले इस पार्लियामेंट में डा० हरिसिंह गौर मेम्बर थे। उन्होंने हमारे यहां युनिवर्सिटी बनाई हुई है। वहां पर मिलिटरी का कैम्प है लेकिन वहां पर भोजन तक की व्यवस्था नहीं है इसी तरह से और स्टेशनों पर भी, जैसे कि सागर है, दमोह है, पथरिया है, वहां रेल का कोई शेड भी नही है और न कोई ऐसा प्लेटफार्म है जिससे कुछ सुविधा हो। वहां काश्तकारों का गल्ला आता है लेकिन जब पानी बरसता है तो वह सड़ जाता है। इस का अभी तक कोई इंतजाम नहीं हुआ है। जब में इस क्षेत्र में जाती हूं तो वहां के लोग ताने देते है कि तुम्हें चुनने से हमें क्या फायदा हुआ? वहा जाती हो मगर हमारा कोई काम हल नही होता। अब तुम हम से वोट की आशा न करना। इस तरह से हमारे लिए वह लोग उलहाना देते है। इस लिये रेलवे मिनिस्टर साहब से मेरी प्रार्थना है कि सागर जिले के स्टेशन पर जल्दी से जल्दी शेड बनाया जाय, वहा का प्लेटफार्म ऊंचा किया जाय, वहा पर जो मिलटरी उतरती है उस के लिये भोजन की व्यवस्था की जाय। हिन्दुस्तान के कई जगहों के लड़के वहां युनिवर्सिटी में पढ़ने आते है उन के खाने पीने की स्टेशन पर कोई व्यवस्था नही है, इस की ओर भी ध्यान देना चाहिए।

हमारे यहा पर हर जगह से कई कई गाड़िया चलती है, लेकिन सागर जिले का ऐसा दुर्भाग्य है कि वहा एक टूटी सी पैसेन्जर चलती है उस पर दिन भर चल कर मिलिटरी वाले थक जाते है। वहां के लिये एक गाडी पिछले दिनों मंजर हुई थी लेकिन हमारे जबलपुर के एम० पी० है, उनका सुझाव है कि लाइन ठीक नही है वह बतलाते है कि सागर जिला बिलकुल कंडम है, वहा रेल नही भेजनी चाहिये। केवल जबलपुर को ले जाते है, चाहे उसमें सवारी बैठे या न बैठे। वहां सिर्फ दो गाड़ियां चलती है, कटनी से बीना तक। वहां आप एक्सप्रेस भले ही न चलाइये, पैसेन्जर चलाइये, लेकिन चार गाड़ियां चलाइये क्योंकि वहां दो गाड़ियां ही जाने से स्टेशन पर बड़ी भीड़ ही जाती है। महिलायें डब्बों में ऐसी पिस जाती है कि उनको मौत के घाट ही उतरना पड़ता है। पुरुष जबर्दस्ती बैठ जाते है, पाव फैला कर सोते है, महिलाओं को नीचे बैठना पड़ता है। बताईये कि यह व्यवस्था है कि कही १२ गाड़िया और कहीं २ गाड़िया? इस लिये मेरी प्रार्थना है रलवे मंत्री से कि वह यहा न बैठ कर हिन्दुस्तान का दौरा किया करें और देखें कि कहा पर कमी है, कहां ज्यादा आवश्यकता है, कहा की आर्थिक स्थिति ठीक करनी है।

श्री दी० च० शर्मा (गुरदासपुर). वह दौरा नही करते।

एक माननीय सदस्य : दौरा करेंगे तो सब मामला ठीक हो जायेगा।

13 Hrs.

श्रीमती सहोदरा बाई: वह दौरा इस लिये नही करते है कि यहा शहर की आबहवा अच्छी है, ठंडक रहती है, पखे चलते है, देहात में जाते है तो लूह लगती है, बीमारी हो जाती है। ऐसा करने से हमारी रेलवे की उन्नति नही होगी।

रेलवे मे जो इतने ऐक्सिडेंटस हुआ करते है, उसके भी कारण है। मजदूर सभा वाले भी ऐसे है कि कई जगह सत्याग्रह करते हैं और लोगों को बहकाते है कि तुम्हारी तनख्वाह ठीक नही है, तुम्हारी व्यवस्था ठीक नही है, इसलिये वे लोग काम लापरवाही से करते हैं। इसका भी कुछ इन्तजाम होना चाहिये।

पहले राम राज्य के जमाने में जो हमारे बन्दर भालू थे, उनकी सहायता से राम जी ने रावण को जीता था। आज समस्या यह है कि विस्फोटो मे हमारे हजारों भाई मिलिटरी वाले मारे जाते है। इसका कारण क्या है? आज बन्दर भालू अमरीका भेजे जाते हैं। ह जो हमारे राम राज्य की मिलिटरी के सिपाही थे, वह अमरीका में मारे जाते हैं।

इसीलिये हमारे सिपाही हमारे ही देश में मारे जाते हैं विस्फोट आदि से। अगर बन्दर भालुओं का बाहर भेजना बन्द कर दिया जाय तो हिन्दुस्तान के अन्दर इतनी दुर्घटनायें नहीं होंगी ।

एक माननीय सदस्य : इसमें रेलवे का क्या सम्बन्ध है ?

श्रीमती सहोदरा बाई : सम्बन्ध क्यों नहीं है ? हिन्दुस्तान के बच्चों पर आज चेचक का प्रकोप होता है जिससे वे अपना जीवन खो बैठते हैं। आज हजारों बच्चे मौत के घाट उतर रहे है क्योंकि उधर बन्दर मारे जाते हैं।

Mr. Speaker: Order, order, what has *bandar* to do with the Railways?

श्रीमती सहोदरा बाई : वे रेलवे द्वारा भेजे जाते हैं।

Mr. Speaker: The hon. lady Member forgets this is the Railway Budget and not the General Budget.

श्रीमती सहोदरा बाई: रेलवे से ही तो वे भेजे जाते हैं। वहा वे मरते है, वे रोते हैं कि हमें छुट्टी दी जाय इस बन्धन से। इसलिये आप से मेरी प्रार्थना है कि बन्दरो को भेजना अमरीका को बन्द किया जाय। तभी जो हमारे बच्चे आज चेचक से मरते हैं वे जल्दी अच्छे होंगे। आज कल बन्दरों का शराप बच्चों को लगता है। रेलवे को इसकी ओर ध्यान दे कर बन्दरो का बाहिर भेजना बन्द करना चाहिये ।

हमारे क्षेत्र मे कोटा लाइन पर मुगावली है। वहा कृषि का व्यापार ज्यादा है, गल्ला लदता है। न वहा पर कोई शेड है न रेलवे द्वारा कोई और ही इन्तजाम है। इस लिये कोटा बूंदी लाइन की ओर भी ध्यान दिया जाना चाहिये। इसी तरह हे पथरिया स्टेशन पर किसानों के कोई ४००, ५०० गाव लगते है। वहा न कोई शेड है और न प्लेटफार्म है। वहां भी बहुत गल्ला सड़ जाता है।

रेलवे विभाग में महिलाओं को भी ज्यादा स्थान दिया जाना चाहिये। यह इस तरह से किया जाय कि जिस वक्त गाड़ी चलती है तो एक एक गाड़ी के साथ कम से कम एक महिला को हर गाड़ी के साथ आना जाना चाहिये।

श्री डी० चं० शर्मा : रेलवे बोर्ड मे एक औरत मेम्बर होनी चाहिये ।

श्रीमती सहोदरा बाई : अगर मेम्बर न हो तो कम से कम सर्वेन्ट्स तो हों। हमारा रेलवे विभाग जानता है कि रेलवे के बहुत से भाई मौत के घाट उतरते है। जितनी दुर्घटनाये रेलवे में होती है जितनी ही संख्या इन आदमियों की होती है उतनी ही विधवायें मुल्क में होती है। उनका कुछ इन्तजाम किया जाना चाहिये। जो तन्ख्वाह उन अधिकारियों को मिलती थी वह उन महिलाओं को मिले और जब उनके बच्चे पढ़ लिख कर तैयार हो जाये तो उनको विभाग की नौकरी में ले लें। कई महिलाओं ने मुझ से कहा कि बाई हम क्या करे। ऐसा कानून पास हो गया है कि नौकरी न मिलने से हमारे बच्चे भूखों मर रहे है। ऐसी कई शिकायते मुझे से की गई है।

तीसरी बात यह है कि रतलाम से एक गाड़ी गुदरा तक जाती है। वहा पहाड़ी इलाका है और वहां भील और गोंड रहते है। उस इलाके मे पानी की कमी है। इसलिये मेरा सुझाव है कि जो गाड़ी हर स्टेशन पर रुकती हो उसमें एक ऐसा डब्बा लगा रहे जिसमें पानी हो और उसमें से स्टेशनों पर वहा के लोगों को पानी दिया जाये। अभी जब मैं द्वारिका जी गयी थी तो वहा की महिलाओं ने इस सम्बन्ध में मुझ से बड़ी प्रार्थना की थी। उन महिलाओं ने कहा था कि यहां पानी की बहुत तकलीफ है। हमारे देश में बहुत से ऐसे जिले है जहां अभी कोई

[श्रीमती सहोदरा बाई]

उन्नति नहीं हुई है । वहां की ओर आपको कदम उठाना चाहिये ।

सरकार कहती है कि हम देहात में विकास करना चाहते है । लेकिन मै देखती हूं कि जो विकास होता है शहरो के लिए होता है देहात के लिए कुछ नही होता । शहरों के लिए अगर डाकगाडी है तो एक पैसिजर और बढा दी जाती है । पर देहात के लिए कुछ नही हो रहा है ।

Shri Punnoose: Mr. Speaker, Sir, our criticism of the Railway Ministry is not that they are not doing anything; our criticism is not that they are not putting in any effort at all. They are making certain efforts and they are trying to remedy the situation. But the core of our criticism is that they are victims to the old ideas, that the outmoded methods which are traditional to our railway system are still allowed to persist. Sir, in the taking up of new lines, in giving added facilities for passenger and goods traffic and in dealing with the grievances of workers they are governed by the old ideas of the dead past which do not fit in with the requirements of the day.

Sir, may I draw the pointed attention of the House to one aspect? We have got the Railway Service Commissions Four of them are now working. In the year 1955-56 the Estimates Committee had made an enquiry into the working of these Commissions and had made certain valuable observations. They have made certain introductory remarks; that would show from which angle the Estimates Committee have examined them. The "Introductory" begins like this:

> "The Indian Government Railways constitute the single largest nationalised undertaking employing about 10 lakhs of persons doing different types of work throughout the length and breadth of the country. As an employer of such a large personnel, the Government Railways have to perform a dual role. On the one hand, Railways being a public utility concern, have to ensure that the efficiency of the staff is kept at a high level, so that they may render to the public the service expected of them; and on the other hand, the Railways, as a nationalised undertaking, have also to ensure that the directive principles of State policy laid down in the Constitution of India are applied to the staff under their care."

[MR. DEPUTY-SPEAKER *in the Chair*]

13·08 hrs.

With these objectives the Estimates Committee has examined the working of these Commissions and made certain recommendations. I would like to know what has happend to these recommendations We come across so many complaints with regard to the working of these commissions Some time back I came across a story of an advertisement given by the South-Eastern Railway of thirty-two vacancies of electrical journeymen. In response to this advertisement 24 applications came from Kerala The applicants were summoned to Calcutta. On their reaching Calcutta the Chairman found out a small lacuna. The lacuna was this, that there was no vacancy of electrical journeymen at all The Chairman was pleased to say that he was prepared to interview them for the post of work maistries which required no technical qualifications at all Look at the trouble which these people were put to, and the disappointment they had to experience, and also the waste of public money in the form of T. A. etc.

Considering this and other instances probably, the Estimates Committee had this to say:

> *"Lack of planning while placing requisitions:* At present, the requisitions for recruitment are furnished by Railways to the Commissions piecemeal or at uneven intervals with the result that the Commissions sometimes

have to advertise the same category more than once and have to hold fresh examination each time. This results in unnecessary waste of money on frequent advertisements, waste of time in the offices of the Commissions and consequently a delay in the supply of candidates to the Railways."

"The Committee, therefore, recommend that the Railways should plan in advance their requirements of the staff for at least six months and should furnish the same to the Railway Service Commissions at fixed intervals, leaving sufficient margin of time with the Commissions to plan their selections. This will not only facilitate the work of the Commissions, but also ensure timely supply of staff to the Railways and avoid the necessity of recruitment of staff by the Railways otherwise than through the Railways Service Commissions."

I want to know how far these observations have been respected and steps taken. There has been a lot of complaint about the selections and therefore, the Estimates Committee have recommended that as far as possible the Commissions should hold written examinations; they should not be satisfied with the interview alone. I would like to know what they have done about it.

There is a demand all the while from Railway employees that some preference should be given to their children in the matter of appointment. The Estimates Committee have examined that matter and observed rightly that a large degree of preference or special treatment cannot be given, but they have recommended that the schools conducted by the railways for the children of railway employees should be converted into multi-purpose schools and subjects pertaining to railway working should be taught there, so that these children may get some facility in appointment. This is very necessary because these children grow up in the railway colony and other avenues of jobs are not very much open to them. Naturally, they should be given some added facility to get appointment in the railways. As far as my knowledge goes, this recommendation of the Estimates Committee has not been accepted. This is with regard to the Service Commissions and the Estimates Committee have said that these recommendations should be accepted so that these Commissions may be kept above suspicion. The earlier these recommendations are accepted the better it is so that the sort of suspicions that are being entertained today may diminish.

Then, there is the standing question of congestion in our railways. There is always complaint of congestion in the third class compartments in spite of the improvements. You will know the difficulties of third class passengers provided you take the trouble of finding them out. Very recently I had an opportunity of travelling in a third class compartment and I found that one could not get on there for any length of time. Hundreds of men, women and children are put to all sorts of troubles. I think more energetic steps should be taken. But from the point of view of the nation, congestion on the railways in the big cities, especially ports, has to be tackled mainly. In Calcutta, Bombay and Madras there is terrible congestion leading to bottlenecks which introduce impediments in the working of our Plan itself. What are we doing about it? What exactly is the way out of this? Is it not sensible and possible to construct a few loop lines in these big cities and ports?

What happens today is that all the passenger and goods trains are taken to stations right in the heart of the cities. As long as this continues, congestion is inevitable. Why not we have some stations ten or twenty miles away from the city stations for the loading and unloading of goods? Certainly we will have to construct certain loop lines. I would like to

[Shri Punnoose]

know what the Ministry is thinking about this. For example, most of the difficulty in the Cochin Port is due to lack of line capacity between Shoranur to Cochin. Why not we double the line between Shoranur and Cochin? It is not a long distance after all and this will ease the situation very much.

With regard to new constructions, of course big industrial cities have to be cared for. Their needs are to be catered. Our new steel plants should receive special treatment and our ports have to be specially attended to. Above all, the requirements of the Five Year Plan have to be taken into account. But the railways will be failing in their duty if they do not take into account the inequities and inequalities to which substantial areas of our country have been subjected in the past. Everyone knows that big areas of our country have been neglected in the past. For example, in the State of Kerala, we have got only 467 miles of railways. Everybody will admit that this is far smaller than our quota. We have made several suggestions to the hon. Minister....

Shri Shahnawaz Khan: We added a hundred miles to Kerala recently.

Shri Punnoose: That itself was overdue. There also, they have put very old, shaky, rotten, shabby compartments.

Mr. Deputy-Speaker: It is because, as you yourself said, it was overdue.

Shri Punnoose: We have got a few suggestions to make with regard to new lines. Of course, you have to give priority taking into account all the other considerations, but nevertheless, I believe a symbolic recognition of our grievances should be made. I do not find anything that stands in the way. For example, a coastal line running through Alleppey from Ernakulam to Kayankulam will give new life to our coastal area where the people are suffering due to over-population, lack of employment and all that. The new coastal line will give relief to our State to a large extent.

A short line connecting Punaloor with the coastal line can bring our high ranges into the picture and that will help the transmission of our hill produce to the Cochin port or Alleppey port.

Then, regarding the line from Tellichery to Mysore, it has been surveyed. But do not stop with surveying. Do something to begin the work at once. I think my Mysore friends also will agree with me, because it will help the transport of manganese ore to Cochin port and will reduce the congestion in Madras.

Another line connecting Cochin and Bodmaikanur in the high ranges will benefit both Kerala and Tamil Nad. We do not want much; these are the very few lines that we want and it is for the Ministry to examine them and see how much of this can be satisfied. But something has to be done. Do not tell us that "we are short of money and all that and so you will have nothing." We should have something. That is very very clear and we will not excuse the Ministry if they turn a deaf ear to all our demands. They have to accept at least some of them.

I will make a few more suggestions. Why not we have a 'through" bogie in the G.T. Express from Delhi to Cochin for the Kerala passengers? Every day some 60 or 70 third class passengers have to travel from Delhi to Ernakulam. Why not have a through bogie from the capital in the G.T. Express, so that it may be attached to the Cochin Express? At Cochin also, a through bogie can be attached to the Cochin Express from Cochin Harbour to Delhi. I think this can be accepted without much difficulty. It will be very useful for our people who have to go between Delhi and Ernakulam.

About the new line of which the Deputy Minister seems to be so proud, please put some new compartments there.

Shri Shahnawaz Khan: The whole population of that area is proud of that line.

Shri Punnoose: So, it is clear that when they do something sensible, it is immediately appreciated. I hope that it will be an added incentive to do a little more for us.

What about the diesel engines? The hon. Minister said that he will consider it. I hope it is receiving active consideration, and some diesel engines will be provided there. It was said that our lines are going to be electrified, but I do not demand that; I know the national requirements. Why not at least give us some diesel engines. I have already told in this House about our habit of wearing white dress. It is also mainly a passenger line. Therefore, please put a diesel engine in that line.

Lastly, I want to make a present of this big list containing the names of more than a thousand employees who have been victimised under various sections. They want reconsideration. They want a generous treatment at the hands of the Railway Administration. I wish I could read out the names, it is about 1004 in number. The Ministry always say that they do not get the names. Here are the names. Please look into their cases. For heaven's sake, have a new approach. Look at them from a human point of view. Look at the human element involved there and have a new approach to things. That is very necessary in order to give a new life to our whole system. Only by bringing about co-ordination between the management and the employees you can have a satisfactory arrangement.

श्री लच्छी राम (हमीरपुर, रक्षित, अनुसूचित जातियां:) आदरणीय उपाध्यक्ष महोदय, मैं सबसे पहले आपको धन्यवाद दूंगा कि आपने मुझे बोलने का अवसर दिया।

उपाध्यक्ष महोदय : वक्त बहुत कम है। आप अपना दस मिनट पूरा बोलने मे इस्तैमाल कीजिय।

श्री लच्छी राम : पश्तर इसके कि मै अपन विषय पर आपका ध्यान दिलाऊ मै सदन की भाषा की ओर आपका ध्यान आकर्षित करना चाहता हूं। मै देखता हूं कि सदन की लगभग सारी कार्रवाई विदेशी भाषा मे होती है। जब कि हमने यह तै किया है कि हमे अपनी राष्ट्रभाषा हिंदी बनानी है तो कोई वजह नही कि हमारे वे मंत्री महोदय जो हिन्दी भाषी प्रान्तों से आये है और अपनी सारी कार्रवाई हिन्दी में कर सकते है, वे क्यों हिन्दी मे अपनी कार्रवाई न करें। मै मानता हू कि हमारे बहुत से भाई ऐसे है जो अहिन्दी प्रान्तो से आये है, उनका भी ध्यान रखना आवश्यक है, परन्तु मै यह भी कहना चाहता हूं कि सदन मे बहुत से भाई ऐसे भी है जो केवल हिन्दी जानते है, उनकी अवहेलना करना भी उचित बात नही प्रतीत होती।

मै सबसे पहले रेलवे मत्री महोदय को धन्यवाद देता हू। उन्होने जो बजट पेश किया है वह काफी उत्साहवर्धक और प्रगतिशील है। दो दिन से बजट पर सदन में काफी बहस मुबाहिसा चल रहा है। हमारे दूसरे भाइयों ने जो सदन में अपने विचार प्रकट किये है उनमे उन्होंने हर पहलू पर बारीकी से निगाह डाली है। मै उस तरफ न जाकर रेलवे मंत्री महोदय का ध्यान अपने क्षेत्र की तरफ आकर्षित करना चाहता हू।

माननीय मंत्री महोदय को याद होगा कि सन् १९५५ मै हमारे उस समय के माननीय रेलवे मंत्री महोदय श्री लाल बहादुर जी शास्त्री जिला जालौन पधारे थे। वहां लगभग ४०,००० नागरिको ने बड़े उत्साह के साथ उनका स्वागत किया था और चन्द कठिनाइयों की ओर उनका ध्यान आकर्षित किया था। जालौन जिला एक खेतिहर इलाका है और इस इलाके में चप्पे-चप्पे भूमि पर खेती होती

[श्री लच्छी राम]

है। जालौन एक ऐसा स्थान है कि जो सदर मुकाम से काफी दूरी पर पडता है। वहा पर कई भाइयो ने उरई से जालौन तक एक रेलवे लाइन डालने का माननीय शास्त्री जी से अनुरोध किया था। शास्त्री जी ने आश्वासन दिया था और उस लाइन की तरफ अपनी सहानुभूति प्रकट की थी। उसका सर्वे भी हुआ लेकिन मैं देखता हू कि नई लाइनो के सम्बन्ध से जो मागे दी गयी है उनमें उस लाइन का कही भी जिक्र नही है। मै माननीय रेलवे मत्री महोदय से अनुरोध करना चाहता हू कि जिन क्षेत्रो मे गल्ले का ज्यादा उत्पादन होता हो और जो यातायात के साधनो से दूर हो उनकी ओर ध्यान देना चाहिए।

मै मानता हू कि जब लाइने डाली जाती है तो उनके लिए स्टाफ देना पडता है इजिन देने पडते है और रेलवे के लिए एक स्थायी खर्चा हो जाता है और यह एक कठिनाई की बात होती है। लेकिन मेरा सुझाव है जिसके द्वारा इस खर्चे मे थोडी कमी की जा सकती है। मेरा इस सम्बन्ध मे एक नई लाइन डालने का सुझाव है कि यह लाइन उस लाइन से मिलाई जाये जो झासी और कानपुर के बीच मे उरई से जालौन का जायेगी। मत्री महोदय यह नोट करें कि नई लाइन को पिरौना म कोच होत हुए जालौन मे मिला दे। ऐसा करन म कोच मे जो एक इजिन खाली खडा रहता है वह भी दूसरे काम मे आ जायेगा और नया स्टाफ भी नही दना पडगा। और इस तरह मे दो महत्वपूर्ण कसब जो कि कृषक एरिया के है व मेन लाइन पर आ जायेगे और वहा क नागरिका को काफी सुविधा हो जायगी।

हमारे जिले का सदरमुकाम उरई है जो कि जिले के एक बडे भाग से बहुत दूरी पर पडता है। हमारे यहा की अदालतें भी उरई में हैं। इसलिए मुकदमो में आने वाले भाईयो को काफी कठिनाई का सामना करना पडता है। ऐसी हालत में अगर यह रेलवे लाइन की व्यवस्था हो गयी तो जिले के नागरिको को बडी सुविधा होगी।

जब हमारे कोई मत्री महोदय एक क्षेत्र में जाते है और वहा किसी चीज की घोषणा कर आते है, अगर उस पर कोई ध्यान नही दिया जाता तो जनता में गवर्नमेंट की तरफ से और मत्री महोदय के प्रति बडी निराशा फैलती है। तो मै चाहता हू कि जब किसी चीज की घोषणा किसी क्षेत्र मे कर दी जाये तो उसकी ओर ध्यान देना चाहिये।

दूसरी बात मुझे, उरई स्टेशन के सम्बन्ध मे कहनी है। जब झासी और कानपुर लाइन बनी थी तो यह कल्पना की गयी होगी कि यहा से कितने मुसाफिर चढेगे और उतरेगे। वास्तव मे उस समय जब कि पैसे का अभाव था बहुत कम मुसाफिरो का वहा स आना जाना हाता था। उसी कल्पना के आधार पर स्टेशन छोटा बनाया गया था। लेकिन अब वहा इतनी भीड होती है जिसके कारण मुसाफिरो को काफी कठिनाई का सामना करना पडता है। गरमी के दिनो मे जो तीसरे दरजे क मुसाफिर वहा पहुचते है तो उनको बैठने तक के लिए स्थान नही मिलता। प्लटफार्म नीचा होने के कारण वहा कई दुर्घटनाये घटित हो जाती है। और शैड न होने के कारण बरसात मे काफी कठिनाई का सामना करना पडता है। तो मै आपसे यह निवेदन करना चाहता हू कि इस महत्वपूर्ण स्टेशन को जो जिला जालौन का मुख्य स्टेशन है फिर से बनाने की कृपा करें। वहा का मालगोदाम भी बहुत छोटा है। जब से निर्माण कार्य आरम्भ हो गये है बहुत काफी मात्रा में उस स्टेशन पर माल आता है। मालगोदाम का प्लेटफार्म इतना छोटा है कि माल दूसरी तरफ डालना होता है। यह गल्ले की प्रमुख मडी है इसलिए काफी गल्ला यहा आता है और मालगोदाम छोटा होने से बरसात के

दिनों में भीग जाता है। ऐसी हालत में इस छोटे पर महत्वपूर्ण स्टेशन की अवहेलना करना उचित नहीं प्रतीत होता।

तीसरी बात मैं यह कहना चाहता हूं कि जो गाड़ियां झांसी और कानपुर लाइन पर चलती हैं उन पर बम्बई और लखनऊ से आने वाले मुसाफिरों को ही ज्यादातर सुविधा रहती है। जो लोकल निवासी हैं और व्यापारी हैं जिन्हें कानपुर और झांसी जाना पड़ता है उनके लिए बड़ी कठिनाई है मेरा सुझाव है उस लाइन पर दो दो डिब्बे वाले डीजल शटिल उरई से झांसी और उरई से कानपुर लाइन पर चलाये जायें तो उनसे साधारण जनता की और वहां के कृषक और व्यापारियों को काफी सुविधा हो जायेगी।

हमारे सदन के सभी भाइयों ने भ्रष्टाचार के सम्बन्ध में कई बातें कही है। यह सही है कि माननीय मंत्री महोदय बड़ी बड़ी समस्याओं को हल करने का प्रयास कर रहे हैं और उन्होंने काफी अच्छा काम भी किया है। लेकिन कुछ छोटा-छोटा भ्रष्टाचार है जो कि रोजाना होता है। जैसे बिल्टी छुड़ाने पर माल बाबू और स्टेशन मास्टर दो-दो चार-चार आने से दो-दो चार-चार रुपये तक ले लेना अपना नैतिक अधिकार समझते है। यह रोजाना चलता है। गाड़ियां बुक कराने में, कनसाइनमेंट रजिस्टर में, वैगन की मांग दर्ज कराने में जो पैसा लिया जाता है उसके कारण हजारों आदिमियों के विचार सरकार की तरफ से खराब होते है। तो मैं निवेदन करना चाहता हूं कि जहां आपने बड़े-बड़े भ्रष्टाचार को रोकने का प्रयत्न किया है वहां आपको इस रोजाना के भ्रष्टाचार को भी रोकने का प्रयत्न करना चाहिए।

अन्त में केवल एक बात और कह कर म अपनी बात समाप्त करना चाहता हूं। जो हरिजन उम्मीदवार आपके यहां नौकरियों में लिए जाते हैं, कम्पीटीशन में वे दूसरे लोगों के मुकाबले में स्थान नहीं पा सकते हैं। इसलिए कम्पीटीशन में उन्हें कुछ विशेष सुविधायें अगर दे दी जायें, तो मैं समझता हूं, कि वे ज्यादा से ज्यादा तादाद में, जो उनका कोटा है, उसके आधार पर वहां पहुंच सकते हैं।

उपाध्यक्ष महोदय, मैं आपको धन्यवाद देता हूं कि आपने मुझे सबसे पहले समय दिया।

Shri R. Narayanasamy (Periyakulam): Mr. Deputy-Speaker, Sir, I rise to say a few words on the railway budget. I am speaking for the first time in this august assembly ever since I was elected to the Lok Sabha. So, this is my maiden speech.

First of all, I take this golden opportunity to congratulate our Railway Minister for not only producing a budget with a surplus of Rs. 27 crores but also maintaining the *status quo* in fares and freight structures. This is a good thing because during the days of increase cost of living, any announcement for enhancement in fares would be disliked by the community at large.

My time is limited, and therefore, I place before the House my distinct demands. I believe the Railway Minister will excuse me for bringing to his notice some of the local yet pressing problems of the public of the area from which I have come, and which has sent me to this august House. A survey has already been made of the Dindigul-Gudalur line. But the engineering survey has not yet been made. So, this engineering survey should be undertaken immediately. This is not my personal demand, but almost all the Panchayat Board Presidents and Municipal Chairmen in the taluks of Dindigul, Nilakkottai and Periyakulam, pressing this demand, have passed resolutions and sent them to the Railway Ministry. If this line be opened, the commercial, industrial, agricultural and rural development of this area, chiefly the western part of Madura district, will be developed a great deal and improved enormously.

[Shri R. Narayanasamy]

The people of these parts have been pressing this demand for the last 40 years or so. So, every effort should be made to expedite the opening of Dindigul-Gudalur Railway. At present much of the passenger and goods traffic in Madurai-Bodinayakanur region is not carried by our railways but by a network of private buses. The reason is that bus-owners provide better facilities to the passengers and to the businessmen for the movement of goods. So they make huge profits. The railways should provide good facilities and conveniences congenial to the travelling public, and to businessmen and goods traffic on this line could attract more business and traffic.

Similarly, a new railway station on this line should be opened at Kunnur so that the passengers of the neighbouring areas may find it convenient to use the railways.

A petty sum of Rs 2·80 crores has been earmarked to provide amenities to third class passengers. This is inadequate. I would suggest that the work of providing further amenities to higher class passengers should be diverted and utilised for meeting the needs and improving the lot of third class passengers In this free India, first things should come first and others thereafter.

At present, there is no dining car in the trains running between Kazipet and Madras and it is so even in the Grand Trunk Express. This causes a lot of inconvenience to the passengers as they cannot get wholesome food and refreshment on the way Therefore every effort should be made to attach a dining car in all the trains in this region.

There is too much overcrowding in all regions. Something must be done to minimise these sufferings. The hon. Minister has rightly stated that this is a very difficult problem and that it cannot be solved completely until and unless adequate funds are made available to provide additional coaches on the lines. But even here, much of the suffering resulting from overcrowding can be avoided if careful planning is done and it is found out after surveying which areas are the worst sufferers. Then, top priority should be given to remove the difficulties. This principle of framing priorities should be applied everywhere, if we want to minimise suffering with our limited funds. The limited funds always demand rational use of resources.

It is very gratifying to learn that a sum of Rs. 29 crores has been earmarked for the construction of new railways and the restoration of dismantled lines. I welcome this because I feel that the main aim of our railways should be to spread the network of their services to each nook and corner of this country. This aspect should not be lost sight of in the welter of too many schemes in regard to the development of railways. I can even say that if there is a choice to be made between further electrification of the existing railways and the construction of new lines in areas where the ordinary man is put to a lot of inconvenience due to lack of transport facilities and where the economic life of the community is showing stagnation in the absence of cheap means of movement of goods and services, a prudent Government will always try to bring the largest number of people and goods movement within its fold rather than fritter away the limited financial resources over improving the standards of working of railways by introducing new innovations like electrification, etc.

Shri Goray: Is he reading a quotation?

Mr. Deputy-Speaker: The hon. Member has already stated that he is making his maiden speech.

Shri R. Narayanasamy: It is in this context that I wish to bring to the notice of the Railway Minister the great urgency of constructing as many new lines as possible. At pre-

sent only 500 miles of new lines are under construction. This is a miserably low and unimpressive figure. At present the railways carry only 70 per cent. of the passenger traffic and 80 per cent of the goods traffic in our country. This is not a very encouraging figure. As a matter of fact, it should be the earnest effort of the Railway Minister that this figure is increased to 90 per cent in both the categories. I learn that work is also proceeding for doubling some lines. I must say that this programme of doubling lines should be confined only to the regions where it is absolutely essential, and funds should rather be diverted for the construction of new lines. Only then will there be planned development of our country in this direction.

I have nothing more to say on this vast subject. But, all the same, I would like to earnestly request our hon. Railway Minister to kindly give due weight and consideration to the opening of the Dindgil-Gudalur railway line. I sincerely feel that he can do something to remove the difficulties pointed out by me here even under the present limited resources at his disposal.

Shri R. L. Reddy (Nellore): Mr. Deputy-Speaker, I rise to congratulate the hon. Railway Minister on his optimistic note to the nation in his budget speech. In spite of various difficulties, especially the shortage of foreign exchange, the performance of our railways in the years past is quite laudable. The hon. Minister said in the Rajya Sabha that the main bottleneck standing in the way of expansion in all directions of the railways is lack of funds, and that he has already appealed to the Planning Commission for a good slice of extra allotment.

Sir, it is but an admitted fact that in an under-developed country like ours transport should be given top priority. With our steel plants still in initial stages, it is but necessary that a good deal of money should be spent for the expansion of railway transport. So, I would like the Planning Commission to appreciate the need for giving greater amounts to the railways, as per the wish and the demand of the Railway Minister.

Our railways are also an earning concern of the Government. Year after year, railways are contributing a good deal of money to the common exchequer, thus helping the fulfilment of our Second Plan. As the time at my disposal is limited, I would not like to make further general observations. I will confine myself to certain points concerning my State and my constituency.

Some member was trying yesterday to plead for creation of a new division at Khurda Road, instead of at Waltair. Waltair is the main station of Visakhapatnam port. Visakhapatnam port is one of our major ports in India. It is situated in the centre of the coast of Bay of Bengal, and is endowed with a natural harbour. With the oil refinery and ship-building yard located there and as a main port for export of iron ore, with its growing population and with the location of a University and a first class hospital and medical college, along with other amenities, Waltair deserves to be made a divisional headquarters more than any other place. So, I would request the Railway Board not to be carried away by any other representations made, but stick to their decision to have Waltair as a divisional headquarter.

In this connection, I would also agree with the strong plea made by my hon. friend, Mr. B. S. Murthy, for creating a ninth zone called South Central zone comprising of Bezwada, Guntakal, Waltair, Secunderabad, Sholapur and Hubli. This zone with its headquarters at Secunderabad shall be very effective in its control in all directions. An oversized or an unwieldy zone is not a profitable administrative unit. Zonalisation of the railways took place five years ago with six zones to begin with. We have now eight zones

[Shri R. L. Reddy]

for administrative purposes. Experience will show that one more zone in south is an absolute necessity. A new zone will not entail extra expenditure, because the headquarters of the Nizam's State Railways will be quite handy and it will be available to us. With little or no aterations, we can have a ready-made headquarters. I would urge upon the hon. Minister to give his earnest thought to this important suggestion.

I am happy to state that the railways are trying to popularise the Air-conditioned Delux trains even among the poorer sections of the public. In reply to a question of mine, I was told that as much as Rs. 45,000/-, has been spent on publicity to popularise the said air-conditioned trains. I do not grudge this expenditure. No doubt, the travelling public should be provided with latest amenities. But, I am afraid, the majority of the people are not benefited by the Delux trains, as they do not stop at many places. This is so for reasons better known to the authorities.

But I would like to know why important places like Nellore city are also given this sort of treatment. Nellore is not only the headquarters of a rich rice-growing and exporting area, but is also important for mica and allied exports. I would, therefore, plead that a halt of the Delux Air-conditioned train may be made at Nellore also.

There is another important point which I would like to bring to the notice of the hon. Railway Minister and the Railway Board. This is about the Railway Service Commission. I am unable to know why no Andhra has been appointed in any of these commissions, particularly in Madras. Andhra candidates from Srikakulam in the north and Madakasira in the west have to go all the way to Madras and face non-Andhra members to answer their questions. Andhras number more than 35 millions, and the factor alone is sufficient to entitle them for appointments as members of Railway Service Commissions.

I must thank the Railway Minister for converting the metre-gauge line into broad-gauge between Gudur and Renigunta. This has facilitated many pilgrims from the north on their way to Balaji temple at Tirupathi. It has also facilitated free movement of goods traffic from south to north, to distant ports like Bombay and Kandla. But I do not know why the distance of only six miles from Renigunta to Tirupathi has not been provided with broad-gauge. Millions of people go to Tirupathi by rail, many even by special bogies, and they have to change at Renigunta, instead of changing at Gudur. So the same trouble and worry is there, the only difference being that it is at Renigunta and not at Gudur Therefore, I urge upon the hon. Minister to see that this small distance of six miles is also provided with broad-gauge, so that he may get the blessings of Lord Balaji

I now come to the headquarters of Andhra Pradesh, Hyderabad. People coming from coastal districts to Hyderabad are experiencing much trouble to reach the capital in time and without any change on the way. At Bezwada station they cannot get accommodation without trouble. So, a new line from Gudur to Kasipet, touching Macherla may be constructed. This will serve the interior taluks of Nellore, which are concerned vitally with Hyderabad. Similarly, another line from Vizag to Kothagudam, touching Bhadrachalam on the way, may also be surveyed. For immediate convenience, an extra train may be run between Gudur and Hyderabad, and another between Vizag and Hyderabad. The bogies attached to the

Express trains now are not sufficient. Therefore, I urge upon the hon. Minister to have an extra train run between Bezwada and Hyderabad daily as was done between Kurnool and Bezwada when Kurnool was the headquarters of Andhra Pradesh.

There is another small point. This question has been postponed by the Railway Board and I wish to bring it to their notice. Naidupet is a town down in the south on the Calcutta-Madras line. It is also on the G.N.T. Road. There is heavy vehicular traffic through this town on the G.N.T road which crosses the railway line near the town. The level crossing is very close to the station and it is a regular source of inconvenience to the motorists and other vehicular traffic because of the long delays at this level crossing. It was under contemplation for over ten years to shift the level crossing. It is kept in cold storage and nothing has happened till today. I would like that this suggestion may be taken up: to shift the level crossing immediately and also to provide an over-bridge. These may be minor items to the Railway authorities; but they will afford great convenience to the travelling public.

The Railway school at Bitragunta is charging fees from the students even for the Higher elementary classes. This is rather strange. The Andhra Government is providing free education to all up to the III Form or the Eighth standard. The Bitragunta Railway School, being situated in the Andhra Pradesh, should conform to the policy ef the State Government and avoid charging fees for the Higher elementary classes as also for students from the lower income group.

Lastly, you may be surprised to know that many of the Railway employees are suffering from T.B., and they are not able to get any treatment in the T.B. hospital at Nellore which is being run very popularly. The Mica Welfare Board, with its meagre funds, is contemplating to meet the expenses of the treatment of those patients who come from the mining area. When such is the case, I consider it to be the duty of the Railway Board to have a ward of their own in all T.B. hospitals generally and in the hospital at Nellore particularly, and also to meet the expenses of the treatment of the Railway employees who may be treated in the said hospital. I would not have come forward with this suggestion if the Andhra Government were able to treat the patients. It is not able to do so and so I have to request the hon. Minister to see that these facilities are given to them.

Shri Barman (Cooch Behar-Reserved-Sch. Castes): Mr. Deputy-Speaker, the truncated State of West Bengal, I submit, is under the greatest necessity of sympathetic consideration in the matter of Railways. But, it is this State's unfortunate lot that it gets practically no time and it comes under the ten minutes limitation. I have to submit one or two points regarding that State within the time limit as succinctly as possible.

After the partition of Bengal, there is no railway line in the district of Malda. Though there was an assurance by the erstwhile Railway Minister, Shri Lal Bahadur Shastri, while he was present at the conference at Malda, that the Kejurighat- Maldah-Raiganj line was being actively considered and it would be taken up for construction as the survey had already been done, unfortunately, it has been left out because of economic stringency. I simply invite the attention of the present hon. Minister for Railways to look into the matter and try to fulfil the promise that has been made by his predecessor.

Secondly, I would like to refer to the alternate Assam link that is under survey now. In this connection, I would state that in the Assam Link Stabilisation Committee that had submitted its final report, there

[Shri Barman]

was difference of opinion. The majority recommended a line from Domohani to Alipurduar. The minority consisting of the Chairman of the Committee and the Member-Secretary have in no uncertain terms discouraged this alignment. Subsequently, the Assam Members of this august House and Members interested, coming from these areas including myself had submitted a proposal for another alignment. The hon. Minister also,——I read it in the papers—in his press statement said that both the lines will be surveyed. I do not know what had happened later on. In the Explanatory Memorandum, on page 73, it is stated:

> "Preliminary Engineering Survey for an alternative railway line from near about Domohani to Alipurduar and reconnaissance west of Domohani."

It does not make any mention whether the alternate alignment which the Members of this august House had suggested, is going to be surveyed or not.

Apart from that, I would just remind the Railway Ministry and the Railway Board that in the dissentient note by the Chairman and Member-Secretary of that Committee, they have stated in no uncertain terms, in page 71 of the typed report,

> "In view of the nature of the problem as indicated above, we see no reason to consider that this alternate alignment will be more stable than the existing one. In fact, we fear that its maintenance will present problems of greater magnitude, to say nothing of the cost involved in the maintenance."

The difficulties that the Railways are experiencing with the existing line will be all the greater in the case of the line suggested by the majority of the Committee which has been dissented from by the minority. To that, a note is attached which says that it (the majority) does not want to minimise the difficulties which will be encountered in the construction of the alternate alignment, nor to hide the fact that the alternate alignment, is likely to be costly in view of the fact that it has to cross a number of major rivers.

My humble submission is this. The Railway is going to risk the same difficulty that it is experiencing already with the existing link. The line that is to be taken up must be a stable one. Because, if the prophesy of the minority comes true, that is, the line that is going to be surveyed meets the same fate as the existing line, the people of Assam and North Bengal will be the greatest sufferers. The alignment which we have suggested will meet both the points It will be less costly and it will be a stable one. I am stating this as the view of authoritative persons in the Board itself. In spite of that, when I find that the line that has been objected to by the minority itself is going to be surveyed, I have reason to think that on account of pressure from influential quarter, influential body that it is proceeding in this matter and the Railway is going to sacrifice its policy, being dominated by influential quarters. I would only ask the hon. Minister to look into the matter. I shall not dilate on this matter any more.

14 hrs.

The next thing I want to say is about some complaints of the commercial employees of the Railways. In this connection, I may state at the very beginning that so far as employees in the North-Eastern Railway are concerned, their grievance is that though according to the new deal some promises were held out to them, there has been a distinction made between other railways and the North-Eastern Railway, and especially that part of the North-Eastern Railway, which is now constituted into a

separate railway, *viz.*, the North-East Frontier Railway. Their complaint is that some of the assurances that have been given, and which have been complied with in the case of other railways, have not yet been fulfilled in the case of the commercial employees of that railway, but as the time is short, I shall send a written memorandum to the Railway Minister. I hope he will consider it.

Mr. Deputy-Speaker: Would the hon. Member like to avail of the remainder of the short time available now or would he like to continue on Monday?

Shri Barman: It is better if I get the time on Monday.

Mr. Deputy-Speaker: All right, then. We take up the non-official business.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

FIFTEENTH REPORT

Shrimati Ila Palchoudhuri (Nabadwip): I beg to move:

> "That this House agrees with the Fifteenth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 26th February, 1958."

Mr. Deputy-Speaker: The question is:

> "That this House agrees with the Fifteenth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 26th February, 1958."

The motion was adopted

RESOLUTION *RE*: COMMISSION TO INQUIRE INTO INDISCIPLINE AMONG STUDENTS—*contd.*

Mr. Deputy-Speaker: The House will now resume further discussion of the resolution moved by Shrimati Ila Palchoudhuri on the 14th February, 1958 regarding the appointment of a commission to enquire into indiscipline among students.

Out of 2½ hours allotted for the discussion of the resolution, 54 minutes have already been taken up, and 1 hour and 36 minutes are left for its further discussion today. Shri Goray.

Shri Goray (Poona): I welcome the resolution moved by the hon. lady Member. I would support her suggestion for the appointment of a commission, but I would only plead that she should not withdraw the resolution at the last moment.

Shri Vajpayee (Balrampur): That is bound to happen.

Shri Goray: This resolution tries to focus our attention on a problem which is exercising the minds of all people who have the good of the country at heart.

This problem can be viewed from two or three angles. The present malaise can be traced mainly to the utter lack of any central ideal around which the mental attitudes of our younger generation can be built up.

Before we attained independence for the last five or six decades at least, or for the matter of that we can say for the last hundred years, there was a persistent urge towards freedom, an urge for the liberation of our country, and the finest of our youth was enthused with that ideal of liberation, and sacrifice towards that end.

[Shri Goray]

But once that ideal was achieved, somehow we are finding that the new renaissance is not coming. We seem to be bogged down in a position where nothing seems to stir our imagination; no call to rebuild our nation seems to create any response.

In other countries we find that the powers that we have succeeded in placing before the youth of their countries some sort of ideal which enthuses them to more efficiency, more work, more discipline.

Here is a small pamphlet published by the Ministry of Education and Scientific Research in which Shri Humayun Kabir has written a very fine article about the educational system in the U S S R. On page 6 of this pamphlet he says:

> "Communism had set out to conquer the physical world, and it has been considered axiomatic that every one should learn the principles of natural science".

This was the lodestar towards which all their energies, all their efforts, were directed, and it has been possible for the U.S S R. and most probably for the other Communist countries also, to rally their youth round this particular banner.

So far as other countries like the U.S.A. are concerned, I find that the pursuit of happiness is the lodestar so far as their youth is concerned. There is nothing wrong about that ideal too. In their Constitution they have said that they have achieved independence and have striven for independence because they wanted life, liberty and pursuit of happiness. This pursuit of happiness, if it is properly done, can become a rallying cry also. But in our country we find that it is neither the consequent of nature nor the pursuit of happiness that we have set before our people or the new generation as our ideal. So, the whole new generation is, as it were, groping in a vacuum. Therefore, it should be our endeavour to find out a new slogan, a new rallying cry, a new ideal or a new lodestar towards which our young people will set the sail of their life.

Something that has come in the way of the proper development of young minds is, I think, the chaos in our educational system. I have no doubt in my mind that our Education Ministry has hardly any national policy. We consider that ours is a federal form of Government and that the States have liberty to pursue any educational policy that they liked. I think we are straining this point too much Talking for myself I would certainly like to have a firm policy at the Centre which will not allow the different States to go their own way.

There also, I would like to point out that in this pamphlet to which I just now referred, Shri Humayun Kabir and his colleagues have shown that there are 15 Republics in the U.S S R. and apparently on paper they have the liberty to go their own way so far as education is concerned, but in practice it was not possible for them to go their own way. A very firm and co-ordinated policy so far as education is concerned, has been laid down by the Central Government, and every Republic has to toe the line. Because this policy is there, a Central policy, it becomes possible for them to co-ordinate all their efforts.

It is not only the Ministry which is in charge of education that looks after the education of the younger generation there; there are so many other Ministries which take keen interest in it. I was surprised to find, and most probably the House will be surprised too, that it is not only the Education Ministry, but the Ministry of Defence, the Ministry of Health and other Ministries also were taking keen interest in education and

building schools all over the country. They have gone to the extent of saying that more schools have been built by other Ministries than the Ministry of Education itself. This concerted drive towards a particular ideal, this firm policy towards education, has given a new impetus to the whole educational system in Russia.

In contrast to this, you will find in India that there is no educational policy at all. Take the question of the medium of instruction. In the State to which I belong, namely the Bombay State, the medium of instruction is either the Marathi language or the Gujarati language. In other States, you will find that English is used as the medium of instruction. This difference creates so many problems in our nation that I think a timely effort ought to be made, and the earlier we do it the better, to evolve certain unified policy so far as the medium of instruction is concerned.

Look at the way higher education is imparted. In the city from which I come, there has been a keen sense of resentment at the way university education is being imparted, and public opinion is being rallied so that there should be an immediate improvement in the way education is imparted to college students. I myself am associated with university education; till recently I happened to be on the Executive Committee of the Poona University. We found that out of the 365 days in a year, only 120 days are utilised for imparting knowledge to the students, that is, only 120 days are actual working days. It is very surprising that when we are spending so much, when poor parents are straining themselves to the utmost to instruct their sons and daughters, only 120 days should be the maximum period for which the students get some sort of education; the rest of the days are spent in either extra-curricular activities or in summer vacation or in the Diwali vacation or in the Dusshera vacation and so on. I am not a man who will object to extra-curricular activities. I know that they are of great importance, but after all, they must have a place of their own and nothing more and they must be limited to a particular period. Extra-curricular activities cannot be looked upon as if they were of more importance. This question has come up in the U.S.A. There also, they are trying to tackle that problem where these extra-curricular activities have assumed an importance out of all proportion.

Therefore, I would say that we must insist on the professors and lecturers to devote more time, at least half the number of the days in a year, to imparting knowledge to the alumni. I recently learnt from a mother whose son is in Germany that he had written to her saying that he was spending days and nights in the laboratory; he was sleeping there, and he was encouraged to do that because the particular research work that he had undertaken was such that twenty-four hours' attendance was necessary. You will find the same thing in Russia also, where again it has been pointed out that so much work is taken out of the student that he has very little time to while away. But what we are doing is that we are keeping him in the class for the smallest fraction of a year, and the rest of the time is given to him to do whatever he likes with it. Now, naturally a young man or a young woman, when he or she gets so much idle time in his or her hands tries to do something with it and that something is not necessarily good.

The third point which I would like to deal with briefly is in regard to the chances of employment. After all, the boys and girls who go to schools and colleges certainly look forward to the chances in life after they complete their education. But I find that the chances in India are very bleak.

[Shri Goray]

Here also, there is nothing new that we have to find out. The Planning Commission had appointed a Study Group to go into this matter, and that Study Group has published a very fine report entitled *The Outline Report of the Study Group on Educated Unemployed*. From this report, we shall find that there are lakhs and lakhs of educated unemployed in our country. When such a situation obtains, I ask: What is the impetus? What is the incentive for boys and girls to study well? They think that at the end of their studies all that are going to get is only unemployment, with the result that there is no impetus for them to order their life or to discipline their life. This particular point has been elaborated by the Study Group, and they have warned us. Incidentally, I would like to mention that they have warned us in 1954 to watch Travancore-Cochin and also to watch West Bengal. They have said that there are so many educated unemployed there that it is likely that there would be upheavals. This point also has to be taken into consideration.

I would have liked to speak at great length, but since the time is very short, I would conclude by saying that I support wholeheartedly the resolution brought forward by Shrimati Ila Palchoudhuri, and I would request her to press it and not to withdraw it. Let us have a commission which will investigate into these things. It is a crying scandal. So, it is a crying need of the hour that we must have a commission which will investigate into these matters and give a clear lead as to how to educate our pupils, how to discipline them and how to utilise their energies for the rebirth of this nation.

Mr. Deputy-Speaker: At 3 p.m. I propose to call upon the Minister to reply. There is a large number of Members who wish to take part. There is only one hour left. So, hon. Members would realise my difficulty also.

Shri S. M. Banerjee (Kanpur): The time may be extended. This is a very important resolution.

Shrimati Ila Palchoudhury (Nabadwip): I would also like to have some time to answer the points raised.

Mr. Deputy Speaker: I have reserved ten minutes for the hon. Member.

Shri Goray: If I may say so, this resolution is so important that if at all it is possible we should extend the time. My other request is that the hon. Member should not withdraw this resolution.

Mr. Deputy-Speaker: That is not the request that should be made to the Chair.

Shri Goray: I can make all requests through you.

Mr. Deputy-Speaker: Not this request. The Chair is not the proper person in this case. That is for the Mover to decide. Then again, I may say that we have only 44 minutes left behind. The total time allotted is 2½ hours, and we go up to four o'clock.

Shri B. S. Murthy (Kakinada—Reserved—Sch Castes): Why not extend this by half an hour? This is a very important resolution.

Mr. Deputy-Speaker: That is not for me. It is the decision of the House.

An Hon. Member: The House can change it.

Shri Mahanty (Dhenkanal): By and large, I am in general agreement with the basic objectives of this resolution, in so far as it seeks to relieve the student population from oppressive gloom of frustration and negation and rehabilitate the young minds on a

more positive basis. This has been an age of frustration and of frayed nerves not only for the students but also for politicians as well. Therefore, it is quite worth while to assess its impact on the young formative minds, and that too, in the interests of....

Mr. Deputy-Speaker: I hope the hon. Member is not suggesting that for politicians also a commission should be appointed.

Shri Mahanty: I was saying that it would be worth while to assess its impact on the formative minds of our young generation. So far as the politicians are concerned, I believe their minds have already ceased to be formative and they are beyond any correction. Therefore, even if a commission may be appointed and it may seek to prescribe some remedies, the politicians are now beyond it. Therefore, my suggestions are only confined to the student population who are going to be the politicians and the leaders of tomorrow.

Now, it is not quite correct to say that there has been a tendency of indiscipline among students, and that violence and rowdyism have assumed alarming proportions among the students.

To say so is a slur on Indian students. We have been students. We have been working among students. We know that, by and large, Indian students cannot be said to have developed tendencies of violence and rowdyism, even though tendencies of indiscipline are quite noticeable among them.

But students cannot claim the monopoly of that sense of indiscipline. They are products of the milieu of indiscipline in which they have been born and have been brought up. Therefore, I would once again appeal to the hon. Mover to disabuse her mind of the impression that our students have developed tendencies of violence and rowdyism. To say the least, it is a slur that has been cast on the student population of our country. But I must concede that of late even the academic life of our Universities and institutions has been disturbed and a certain amount of indiscipline has been generated. We should not judge it merely on the surface. We should probe further and deeper into it to find out its wider significance, and to examine the genesis of it.

I think appointing a commission to investigate it will not serve the purpose, unless it is going to be confined to an academic field of sociological interest. The other day there was a question on juvenile delinquency. A question was asked of the hon. Minister whether he was going to appoint a commission to assess the extent of juvenile delinquency in the country and to suggest ways and means to remove it. On this occasion, I consider it my duty to come to the rescue of the Education Minister.

Shri Keshava (Bangalore City): He does not need it.

Shri Mahanty: It is my duty. Nobody should think that the Government are omnipotent.

Shri Braj Raj Singh (Firozabad): They are thinking like that.

Shri Mahanty: They may be thinking that they are omnipotent. Least of all is the Education Minister omnipotent. Their functions and capacities are limited. No commission and no government is ever going to solve this problem by administrative fiats.

I remember sometime ago a commission was appointed in West Bengal under the chairmanship of Shri J. C. Ghosh, who was Vice-Chancellor of Calcutta University at that time, and is at the moment, a member of the Planning Commission. I recollect very vaguely that one of his findings was that the indiscipline among the

[Shri Mahanty]

students of Calcutta was mainly occasioned by poverty, by economic conditions. The students of Calcutta have to huddle themselves together in masses and hostels where there is hardly any space for breathing or moving. The irreducible norms of civilised life have been denied to them. Library facilities are non-existent. Of course, they live more on hatred and bitterness than on food. So it will be less than human if those students do not revolt against this kind of atmosphere, against this kind of social order which has been imposed on them.

Here was a finding of an eminent body of educationists. I would ask the Government of India whether they have taken any notice of it. Have the Government of West Bengal taken any notice of it? If they have not taken any notice of it, what have they done in the matter?

Shri Keshava: That is what Shrimati Ila Palchaudhuri wants Government to do.

Shri Mahanty: I thank her for that. But I am only trying to submit that to appoint another commission to go into it is futile and will serve no useful purpose, because all those findings are there before us. Therefore, I venture to submit that a commission need not be appointed for that. To any student of sociology or man of public affairs, the reasons are only too well known. The first reason is poverty. Unless that is removed, I do not think this indiscipline and this tendency towards violence are going to be minimised.

The most important reason is the uncertainty that is staring them. What next, after they move out of their colleges and Universities? There is a life which is full of anxiety, full of struggle. Therefore, it is only human that they should give expression to their anxiety while as students.

I would like to know how the Deputy Minister or the Education Ministry can solve this problem. This cannot be studied in isolation. No commission can ever study it in isolation. It can only be tackled in a very integrated manner.

You know that the political parties have utilised students as pawns on the chess-board of our politics....

Shri Keshava: No, no.

Shri Mahanty:.....including the Congress Party.

Shri Shree Narayan Das (Darbangha): That was before independence.

Shri Mahanty: The hon. Member has admitted that it was so during the pre-independence days.

An hon. Member: No, no.

Shri Mahanty: That has resulted in creating a generation of half-educated persons in this country.

Mr. Deputy-Speaker: The hon. Member should also appear to be addressing me.

Shri Mahanty: What I was trying to submit was that the Congress Party had started to interfere with the academic life of students, the consequences of which today they bewail. Now the hangover still continues and persists. If the Congress Party thought of utilising the students as pawns on the chess-board of power politics, certainly they cannot blame other political parties for doing the same. But they forget the harm that they have been causing to our student generation. It is well known that the present generation of half-educated persons who are today at the helm of affairs is the product of the inadvertence committed by the Congress Party. I am not making any bones about it, but this has also to be recognised that the political parties have utilised the student population as mere pawns on the political chess-board which has put a premium on indiscipline.

Therefore, while I feel that some administrative measure could be taken to see that our students are entitled to partake in political discussions in an academic manner, it should also be ensured that the students will have nothing to do with the practical expression of it.

The other day we were in China. In the Universities, we found only one student union functioning. All those student unions were banned from participating in active political life. I wonder why the Government of India cannot also do that.

An hon. Member: No, no.

Shri Mahanty: This is an expression of view. What about England? It is well known that in England the Universities are the very bedrock of the democratic way of life. But political questionings and activities are confined to the confines of the Universities alone, and that too on an academic level.

Therefore, though I might appear to be very conservative in my outlook, by risking that I will once again plead with the Minister to think of some administrative measures to see that the political activities of our students while they are in colleges and Universities are confined within reasonable limits, and they are not utilised as pawns on the chess-board of power politics.

Therefore, while I am in general agreement with the Mover of this Resolution that our student masses should be redeemed from this morass of frustration and indiscipline, I would only venture to submit that this is a far bigger question than can be solved either by the Education Ministry or by a committee. Therefore, the universities and our educationists must all unite together to find out ways and means for achieving this laudable purpose.

श्री बीनाराय्ण दास : उपाध्यक्ष महोदय इस प्रस्ताव के जरिये से जिस समस्या की ओर ध्यान खीचा गया है, वह समस्या कुछ बढ़ती ही जाती है । भारतवर्ष मे जो शिक्षा विशेषज्ञ हैं या सरकार के जो कर्णधार हैं या यूनिवर्स्टीज के जो सचालक हैं, उन सभी का ध्यान उस ओर गया है और सभी ने शिकायत की है कि विद्यार्थियों मे अनुशासनहीनता दिनोंदिन बढ़ती जा रही है । माननीय सदस्या का ध्यान भी इस ओर गया है, और इसीलिये उन्होंने यह उचित समझा कि इस प्रस्ताव के जरिये इस सदन का तथा सरकार का ध्यान इस ओर खीचा जाये और एक आयोग बिठाने की मांग की जाये । मैं नही समझता कि आयोग इस समस्या के बारे में क्या जाच पड़ताल करेगा । यह बीमारी आज दृष्टिगोचर हो रही है, यह ठीक बात है । केवल कारण ढूढने के लिये आयोग की नियुक्ति करना, मैं समझता हूं ठीक नही है । जो शिक्षा विशेषज्ञ हैं, जिनके ऊपर शिक्षा के संचालन का भार है वे इस समस्या से पूरी तरह अवगत हैं और क्या करना चाहिये, यह भी वे जानते हैं । इस वास्ते आयोग की स्थापना की बात को मैं नहीं मानता और नहीं इस चीज को मैं वांछनीय समझता हूं । आयोग की नियुक्ति से ही इस समस्या का समाधान हो जायेगा, ऐसा मेरा विश्वास नही है । हो सकता है कि आयोग जब विभिन्न राज्यों में इस बात की जांच करने के लिये जाये और संचालक लोग तथा शिक्षा विशेषज्ञ उसके सम्मुख बयान दें, उन बयानों की प्रतिक्रिया विद्यार्थियों के ऊपर हो जाय और यह भी हो सकता है कि इस तरह से इस समस्या का समाधान होने के बजाय यह समस्या और विकराल रूप धारण कर ले । लेकिन यह प्रस्ताव इस सदन के सम्मुख आया है इसलिये मैं भी अपने कुछ विचार प्रस्तुत करना चाहता हूं ।

अभी जो माननीय सदस्य बोल चुके हैं उन्होंने कहा है कि कांग्रेस पार्टी अनुशासनहीनता के पीछे है । उन्होंने कहा है कि कांग्रेस का भी इसमें हाथ है । मैं यह मानता

[श्री श्रीनारायण दास]

हूं कि सन् १९२१ में जबकि हिन्दुस्तान की स्वतंत्रता के लिये जो कई प्रकार के बहिष्कार चलाये गये थे उनमें एक बहिष्कार यह भी था कि सरकारी स्कूलों और कालेजों का बहिष्कार किया जाये और उस समय जो हमारे नेतागण थे उन्होने कहा कि अंग्रेजी शिक्षा दूषित शिक्षा है और लोगो को इसे नहीं पढ़ना चाहिये । उस समय बहुत से स्कूल कालेजों का बहिष्कार हुआ और नये नये राष्ट्रीय कालेज खुले जैसे कि राष्ट्रीय विद्यापीठ की स्थापना । उस समय ऐसी आशा बंधी थी कि हमारी शिक्षा एक नया रूप ग्रहण करेगी । उसके अवशेष अभी भी कई प्रान्तो मे बाकी है और वहा पर राष्ट्रीय विद्यापीठ चालू है लेकिन उनमें पढ़ने वालो की सख्या दिनों दिन घटती जा रही है । इसलिये मैने कहा कि काग्रेस पार्टी ने स्वराज्य के आन्दोलन को आगे बढ़ाया और गाधी जी के नेतृत्व में . . .

श्री ब्रज राज सिंह : तब काग्रेस पार्टी नही थी, प्लेटफार्म था ।

श्री श्रीनारायण दास : हम लोग उसी पार्टी के है । आप हमसे मतभेद रख सकते हैं । माननीय सदस्य को आपत्ति इसमे है कि उस समय काग्रेस पार्टी नही थी । जो इंडियन नेशनल काग्रेस उस समय थी, वही आज भी इस सदन मे पार्टी के रूप मे मौजूद है । हम ही उसके वारिस है । उसी पार्टी का आज इस सदन मे बहुमत है । वारिस होने की हैसियत से इंडियन नेशनल काग्रेस जो उस समय पार्टी के रूप मे नही थी आज वह पार्टी के रूप में है ।

मै कह रहा था कि उस समय जो नेतागण थे उन्होंने समझा कि हिन्दुस्तान की आजादी के लिये विद्यार्थियों का सहयोग लिया जाये और शिक्षण संस्थाओं का बहिष्कार कराया जाये तो अच्छा है । इसके औचित्य अथवा अनौचित्य पर विचार करने का इस समय मौका नही है । लेकिन उस समय ऐसा खयाल हुआ कि अस्त्र धारण करके नही बल्कि अहिंसात्मक तरीकों से आजादी की लड़ाई लड़ी जाये और इस बहिष्कार के हथियार का प्रयोग करके हमने अंग्रेजों पर दबाव डालने की कोशिश की और बहुत अधिक हद तक हम उसमे सफल भी हुये ।

अब जब कि हम स्वतंत्र हो चुके है और हमारे देश में प्रजातंत्र की स्थापना हो चुकी है । लेकिन असल मे पूरे अर्थों में प्रजातंत्र की यहा स्थापना नही हो पाई है, जो प्रजातान्त्रिक ढग है उनको हमने अभी तक पूरे तौर पर नही अपनाया है । हम अपने जो आर्थिक, सामाजिक, तथा शैक्षणिक, एवं राजनीतिक दायित्व है उन सब को अपना नही पाये है । हमारी जितनी भी समस्यायें होती है, चाहे वे रेल कर्मचारियों की समस्याये हो, चाहे दूसरे सरकारी कर्मचारियो की समस्याये हो, चाहे कारखानो मे काम करने वाले मजदूरो की समस्यायें हो चाहे और ग्रीवेंसिस हो उनका जब कोई हल ढूढने की कोशिश की जाती है तो वे लोग समझते हैं कि सावैधानिक तरीको से उनकी समस्यायें हल नही हो सकती है । कोई कोई तो सावैधानिक तरीको को भी अपना करके देखते हैं और उसमे अनुभव प्राप्त करके कहते है कि इस तरह से उनकी जो समस्या है वह हल नही हो सकती है और इसके लिय प्रत्यक्ष मार्ग का अनुसरण करते है ।

विद्यार्थियो की भी कई प्रकार की माग होती है । व भी यह समझते हैं कि यदि व सीध रास्ते से चलेंग, अनुनय विनय करेंग. प्रार्थनापत्र देंगे तो उनकी समस्या का समाधान नही होगा । इसलिये वे भी सीधी चोट करते हैं, दूसरे हथियार काम में लाते हैं । आज की भाषा में उसको अनुशासन हीनता कहा जाता है ।

उपाध्यक्ष महोदय, मैं दो तीन उदाहरण आपके सामने पेश करना चाहता हूं। आम तौर पर अनुशासन हीनता सिनेमा गृहों में देखी जाती है। आज सिनेमा गृहों की संख्या शहरी इलाकों में बढ़ती जा रही है। आज लोगों की आर्थिक हालत खराब होती जा रही है। जिनके पास पैसा होता है वे विद्यार्थीगण तो सनेमा देखने पहुच जाते हैं लेकिन जिनके पास पैसा नही होता है वे भी यह अनुभव करते है कि हम भी कालेज मे पढ़ते है और जब हमारे दूसरे साथी सनेमा देखने जा सकते है तो हम क्यो न जायें। वे लोग कोशिश करते है कि उन्हे रियायत मिले और जब टिकट मे रियायत नही की जाती, तो वे समझते है कि कुछ उधम मचाया जाए, हल्ला किया जाए, ताकि रियायत मिल जाए। इसके साथ ही साथ आज हमारे देश म आर्थिक विषमता है। उन्नति हम अवश्य करते जा रहे है। हमे शहरो मे तरह तरह की चीज देखने को मिलती हैं। कुछ विद्यार्थी तो उन्हे देख लेते है और कुछ देख नही पाते है। जो देख नही पाते है उनके दिल मे हसद पैदा होती है इच्छा पैदा होती है और जब उनको इस इच्छा को पूर्ती नही हो पाती है तो फिर अनुशासनहीनता देखने मे आती है। आज भी हमारे देश के अन्दर आर्थिक विषमता मौजूद है। कुछ लोग ता बहुत ज्यादा धनी है और बाकी बहुत गरीब। इसके बारे में काफी साहित्य आजकल देखने को मिलता है और पुस्तकें भी इसके बारे मे काफ़ी है। इन सब को देखकर और पढ़ कर ये लोग समझने लग जाते है कि गरीब हुए तो क्या सिनेमा क्या हम न देखें ?

राजस्थान के स्कूलो तथा कालेजो मे अभी हाल ही में हड़ताल हुई थी। इसका कारण यह था कि वहां के स्कूलों के या कालेजों के लड़कों की फीस में वृद्धि कर दी गई थी। इस हड़ताल को भड़काने वाले दूसरे लोग भी हो सकते हैं। लेकिन यह बात भी सही है कि आपने संविधान में यह आदर्श रखा है कि जीवन के हर पहलू में हर एक को समान अवसर प्रदान किए जायेंगे। आज दस साल हो गए है लेकिन अभी तक हम मिडिल तक भी नि:शुल्क शिक्षा देने का प्रबन्ध नही कर सके है। मैं तो चाहता था कि मैट्रिक तक नि:शुल्क शिक्षा देने का प्रबन्ध नही कर दिया जाता। जो गरीब बच्चे होते हैं वे देखते ही रह जाते है। अमीर लड़के इंग्लैंड तथा अमरीका से जब पढ़लिखकर आते है तो उनका मान बढ जाता है, सरकार की तथा समाज की दृष्टि में उनकी इज्जत बढ जाती है। इसके विपरीत जो गरीब लड़का होता है, अगर उसको स्कालरशिप भी मिला होता है और वह पढ़ने में तेज भी है, तो भी उसको स्कालरशिप नही दिया जाता है या वक्त पर उस को इसकी रकम नही मिलती है।

ऐसी हालत मे उनमे निराश्य का होना जरूरी है। स्कूलो मे फीस बढा दी जाती है और जब लोग कहते है कि इस स्कूल मे फीस क्यो बढाई गई है तो स्कूल के सचालक लोगो की ओर से यह जवाब दिया जाता है कि साहब क्या किया जाय। अध्यापको की माग है कि उनकी तनख्वाह बढ़ाई जाये तो उनकी बढी हुई तनख्वाह हम फीस बढ़ाकर ही तो दे सकते है। ऐसी स्थिति में विद्यार्थी लोग अपनी फीस को कम कराने के लिए हड़ताल का आश्रय लेते है। उन्होंने हड़ताल का आश्रय क्यो लिया यह अब सोचने की बात है। आर्थिक विषमता और आर्थिक समस्या को हल करने के लिये है। आज के प्रजातत्र युग मे हड़ताल रूपी अस्त्र का क्यो सहारा लिया जाता है ? विद्यार्थियो ने जब देखा कि हमारी बात न तो सरकार सुनती है और न शिक्षा और स्कूलों के संचालक सुनते हैं तो उन्होंने सोचा कि आखिर फिर क्या किया जाये और वे उस नतीजे पर

[श्री श्रीनारायण दास]

पहुंचे कि आजकल सीधी चोट का असर जल्दी होता है और यही खयाल करके उन्होंने हड़ताल कर दी ।

उपाध्यक्ष महोदय, पटने में पिछले दिनों जो विद्यार्थियों की हड़ताल हुई थी और गोली चली थी वह बसों के किराये में वृद्धि के सिलसिले में चली थी। विद्यार्थी जितनी रियायत बस किराया में अपने लिए चाहते थे उतनी रिआयत चूंकि नहीं हुई इसलिए हड़ताल उनके द्वारा की गई। वहां के कालिजों के जो प्रिंसिपल लोग थे उनमें और सरकार में इस चीज को लेकर काफी चिट्ठी पढ़ी हुई और मुझे इस समय ठीक याद नहीं है लेकिन सरकार की तरफ से शायद कुछ सीमा बताई गई थी कि पूरे महीने चलने के लिए १० दिन का भाड़ा कम से कम सब को देना चाहिए और चूंकि इस विषय में कोई समझौता नहीं हो पाया इसलिए विद्यार्थियों ने अपनी मांग मनवाने के लिए हड़ताल कर दी . . . .

श्री स० म० बनर्जी : उनके साथ दुर्व्यवहार हुआ था।

उपाध्यक्ष महोदय : मैं माननीय सदस्यों की तकलीफ को बखूबी समझता हूं और मुझे उनसे हमदर्दी भी जरूर है। बहुत से मेम्बर्स इस विषय पर बोलना चाहते थे लेकिन जब उनको निराशा हुई कि शायद वक्त नहीं मिल पायेगा तो वे बैठे हुए ही अपनी तकरीर किये जा रहे हैं। मुझे पूरी तरह अहसास है कि उन्हें कितनी तकलीफ हो रही है लेकिन मैं उनसे दरख्वास्त करूंगा कि वे मेरे लिए भी हमदर्दी रक्खें।

श्री श्रीनारायण दास : उपाध्यक्ष महोदय, मैं कह रहा था कि पटना में जो विद्यार्थियों द्वारा हड़ताल और आन्दोलन किया गया और जिसके लिये कि कहा गया कि उनके साथ दुर्व्यवहार हुआ था, उसकी जांच पड़ताल भी हुई और यह ठीक है कि कुछ दुर्व्यवहार भी हुआ लेकिन असली सवाल यही बसों के किराये में कमी कराना था। मैं यह चीज बिलकुल स्पष्ट कर देना चाहता हूं कि आज हमारे देश के विद्यार्थियों के अन्दर जो एक अनुशासनहीनता की भावना काम कर रही है, उसका समर्थन मैं किसी भी हालत में नहीं करता। अहिंसात्मक डायरेक्ट एक्शन और हड़ताल आदि की बात उस जमाने में तो समझ में आ सकती थी जब कि यहां पर विदेशी साम्राज्यवाद कायम था लेकिन आज देश में स्वराज्य स्थापित हो गया है, और प्रजातांत्रिक ढंग से यहां का शासन कार्य चल रहा है और ऐसी परिस्थिति में इस तरह की चीजों का आश्रय लेना मेरी समझ में उचित नहीं है।

आज विद्यार्थियों और शिक्षकों में एक नैराश्य का भाव है क्योंकि उनमें बेकारी फैली हुई है और उनको उनकी योग्यता के अनुसार नौकरी नहीं मिलती है। काफी समय तक टक्कर मारनी पड़ती है तब कहीं जा कर मिलती है और जो मिलती है वह भी उनके खयाल से उनके लायक नहीं होती।

इसके अतिरिक्त आज हमारे देश और समाज में आर्थिक विषमता है और हम देखते हैं कि समाज के अन्दर जो एमनिटीज होती हैं वो समान रूप से विद्यार्थियों को कभी सुलभ नहीं होती है और आज विद्यार्थियों में जो अनुशासनहीनता देखी जाती है उसका मुख्य कारण यह आर्थिक विषमता है। यह हमारे समाज का और संरक्षकों का काम है कि स्कूलों में जो विद्यार्थी पढ़ते हैं उनके रहन सहन का तरीका एक हो, उनके खाने पीने का इन्तजाम एक तरीके का हो और उनके सिनेमा इत्यादि देखने का एक सा इन्तजाम हो और मगर इस तरह की व्यवस्था हो जाये तो आज जो नैराश्य पाया जाता है उसको बहुत हद तक हम दूर करने में समर्थ हो सकेंगे। विशेषकर जब तक हम इस बेकारी की समस्या का समाधान नहीं करेंगे तब तक बहुत हद

तक यह नैराश्य कायम रहेगा। केवल कानून और नियम और आदि बनाकर आप इस सवाल को हल नहीं कर सकेंगे और इन चीजों का सुधार नहीं कर सकेंगे।

मैं एक बात और इसी सिलसिले में कह देना चाहता हूं और वह यह है कि इस बीमारी को कम करने और दूर करने का इलाज यही है कि सब को समान रूप से बराबर-बराबर मौका मिले और जब तक यह नहीं होगा तब तक किसी न किसी रूप में यह बीमारी हमारे बीच में पैदा होती रहेगी। आजकल हमारे स्कूलों में विद्यार्थियों और शिक्षकों में कुछ भी सम्पर्क नहीं नही रहता है और एक प्रोफेसर २००, ३०० या ७५, ८० विद्यार्थियों को लेक्चर दे कर चल देता है। और विद्यार्थियों और प्रोफसरों के बीच कोई सम्बन्ध नही रहता है। एक का दूसरे पर कुछ असर नहीं है। विद्यार्थी और प्रोफसर एक जगह नही रहते हैं और जहां एक जगह रहते भी हैं वहां के शिक्षकों और प्रोफेसरों का आचरण ऐसा नहीं होता जिसका कि विद्यार्थियों पर अच्छा असर पड़े। विद्यार्थी तो विद्यार्थी, शिक्षक लोग भी अपनी तनख्वाहों आदि समस्याओं के समाधान के लिये हड़ताल और आन्दोलन कर बैठते हैं और जब विद्यार्थी लोग देखते हैं कि उनके शिक्षक और अभिभावक अपनी मांगों को मनवाने के लिये हडताल करते हैं तो आप समझ सकते है कि उन पर कैसा प्रतिकूल असर पड़ता होगा। अब शिक्षक भी तो उन्हीं विद्यार्थियों में से बनते है और इस तरह एक अत्यन्त विषाक्त वातावरण बनता जा रहा है। इस बीमारी का इलाज आप केवल कानून बना कर और कमिशन आदि बै ा कर नहीं कर सकते बल्कि उसका इलाज यह है कि हम जल्दी से जल्दी अपनी आर्थिक और सामाजिक व्यवस्था ऐसी करें जिससे कि तमाम विद्यार्थियों को चाहे वे स्कूलों में पढ़ते हों और चाहे कॉलिजों में पढ़ते हों, सब को समान रूप से अपनी प्रगति करने का मौका मिले और जो लोग इन स्कूलों और कालिजों से पढ़ कर निकलते हैं उनको हम काम दे सकें और वे बेकार न घूमें। चाहे टेकनिकल एजुकेशन के द्वारा हो और चाहे वोकेशनल एजुकेशन के द्वारा हो हमे अपनी सामाजिक व्यवस्था में इस तरह का परिवर्तन करना है जिससे कोई भी विद्यार्थी चाहे वह किसी, गुण वाला हो उसको समान रूप से तरक्की करने का मौका मिले। मैं समझता हूं कि अगर-हम ऐसा कर सके तो हम इस समस्या का समाधान कर सकेंग।

श्री राधे लाल व्यास (उज्जैन) : उपाध्यक्ष महोदय, विद्यार्थियों में अनुशासन का प्रश्न बड़ा जटिल प्रश्न है और हमारी इतने वर्ष की स्वतन्त्रता के बाद भी हम देखते यह हैं कि स्कूल, कालिजों और युनिवर्सिटियों के विद्यार्थियों में अनुशासनहीनता बढ़ती ही जा रही है और उसमें कोई कमी होती नजर नहीं आती है। वैसे तो केवल विद्यार्थियों के प्रश्न को हम अलग कर के नहीं देख सकते क्योंकि देश के सभी वर्गों में अगर देखा जाये तो आप देखेंगे कि अनुशासनहीनता सब जगह काम कर रही है। व्यापारियों में, माता पिताओं में, शिक्षकों में मतलब यह कि समाज का कोई भी हिस्सा ऐसा नहीं है जहां कि अनुशासनहीनता न विद्यमान हो। आवश्यकता इस बात की है कि इस समस्या का जरा गहराई से अध्ययन कर के कोई एक ऐसी उपयुक्त योजना बनानी चाहिये जिससे कि अनुशासनहीनता समाज में कम हो क्योंकि विद्यार्थी तो उस समाज का एक अंग है और विद्यार्थी लोग दूसरों से बातों को बहुत ज्यादा सीखते हैं। विद्यार्थी लोग देख कर के तत्काल उसकी नकल करने लगते हैं। अब जब समाज के अन्दर बड़ों में अनुशासनहीनता मौजूद हो तो विद्यार्थियों में उसका आना कोई आश्चर्य की बात नहीं है क्योंकि उनमें उसका आना तो बिलकुल स्वाभाविक है। आखिर इस बीमारी का इलाज क्या है? विद्यार्थी इस देश के भावी नागरिक हैं और उन्ही पर देश का भविष्य निर्भर करता है और इसलिये यह बहुत आवश्यक हो जाता है कि विद्यार्थियों में अनुशासनहीनता

[श्री राधे लाल व्यास]

रोकने के लिए और दूर करने के लिए कुछ ठोस कदम उठाये जाने चाहिये ।

मैं केवल एक ही बात की ओर ध्यान दिलाना चाहता हूं और वह यह है कि हमारे राज्य मंत्री डा० श्रीमाली जब वे मध्य प्रदेश गये थे तो उन्होंने वहा पर भारतीय विद्यालय देखा । उस विद्यालय में केवल ३५ रुपये में एक विद्यार्थी का बोर्डिंग, लांजिग आदि का प्रबन्ध होता है । वह सरकारी विद्यालय नही है । वह प्राइवेट है । विद्यार्थी भी वहीं रहते हैं और शिक्षक भी वही रहते हैं । वहा वे झोपड़ियों में सादगी से रहते है ज्यादा टीमटाम नही रहती है, सादा भोजन मिलता है और विद्यार्थियों की तन्दरुस्ती अच्छी रहती है । उनका नियमित जीवन रहता है पांच बजे सुबह उनको उठा दिया जाता है और प्रार्थना करने के बाद वे अपने काम पर जुट जाते हैं और अध्ययन करते हैं । सब काम उनका समय से होता है समय से सोते है और समय पर भोजन करते हैं । अगर कोई विद्यार्थी किसी विषय में कमजोर होता है तो उसकी ओर विशेष ध्यान दिया जाता है । वहा का नतीजा ९०, ९५ प्रतिशत रहता है । वह एक हाई स्कूल है । मुझे दुःख के साथ यह चीज यहां पर कहनी पड़ती है कि ऐसी संस्थाओं को जितनी सहायता और प्रोत्साहन मिलना चाहिये उतना शासन की ओर से उनको नहीं मिलता है । जब तक इस तरह की संस्थायें कायम नहीं की जायेंगी और जब तक विद्यार्थियों को एक जगह रख कर उनके चरित्र निर्माण की ओर विशेष रूप से ध्यान नहीं दिया जायेगा तब तक इस समस्या का समाधान नहीं हो सकेगा । इस संस्था की विशेषता यह है कि वह चरित्र निर्माण की ओर ध्यान देती है और विद्यार्थियों को आत्म निर्भर बनाती है । वह विद्यार्थियो को मेहनती और परिश्रमी बनाती है । जब तक ऐसी संस्थायें कायम नहीं की जायेंगी तब तक अनुशासनहीनता में कमी नहीं आ सकती बल्कि जैसी हवा चल रही है उसको देखते हुए विद्यार्थियों में यह अनुशासनहीनता दिन पर दिन बढती ही जायेगी ।

अभी जैसा कहा गया कि विद्यार्थी लोग सिनेमाओं में रिआयत मागते है और जब वह रिआयत नही मिलती है तो वे गड़बड करते हैं । मैं इस सम्बन्ध में यह कहना चाहता हूं कि गवर्नमेंट भी सिनेमाओं पर रोक नहीं लगाती है और एक दिन मे सिनेमाओं में तीन तीन शो होते हैं और मैटिनी शोज होते है । और वह घर से स्कूल का नाम ले कर जाते हैं, किताबें बेचते हैं, और शो देखते है । इसलिये मेरा केवल यही निवेदन है कि हमें शिक्षा ऐसी देनी चाहिये जिस से कि हमारे लड़के अच्छे बनें, वा चरित्रवान हों । धार्मिक शिक्षा तो हमारे यहा दी नही जाती है, लेकिन कम से कम चरित्र सुधारने वाली शिक्षा की व्यवस्था होनी चाहिये, उन को शील आदि की शिक्षा दी जानी चाहियें जिस से विद्यार्थी चरित्रवान हों । जब तक ऐसा नही होगा अनुशासनहीनता उन में से नही जा सकती।

केवल यही मेरे सुझाव है ।

श्री स० म० बनर्जी : उपाध्यक्ष महोदय, आज जो रेजाल्यूशन मेरी मोअज्जिज बहन इला पाल चौधरी की तरफ से आया है वह काफी महत्वपूर्ण है । उन्होने लिखा है :

"into the causes of the sense of frustration among the students leading to tendencies of indiscipline and violence."

लेकिन वह भूल गई हैं कि यह जो फ्रेस्ट्रेशन है वह आत्म हत्या तक लीड कर रहा है । मैंने बहुत से स्टूडेन्टस देखे हैं, मैं विद्यार्थी लोगो से गया हूं । मैं यह चीज कहूंगा कि यह कहना कि चूकि राजनीतिक भावना उन के दिल में है इसलिये राजनीतिक दल के लोग उन्हें अपने राजनीतिक मकसद के लिये

इस्तेमाल करते है, गलत होगा। विद्यार्थी स्वयम् पढते है, राजनीति के ज्ञान के लिये पालिटिक्स पढते है एकानमिक्स पढते है, तवारीख पढ़ते है इसलिये राजनीति जो उन के दिल मे है वह इडिसिप्लिन का कारण नही हो सकती। इसलिये बहत से भाइयो ने जो यह सुझाव रक्खे है कि राजनीति से उन को अलग रखना चाहिये यह ठीक नही है। ऐसा हो सकता है कि डे टु डे पालिटिक्स म वे न पडे, लेकिन अगर यह मकसद है कि राजनीति से वे अलग रक्खे जाये, तो देश का निर्माण नही होगा। आज देश मे राजनीतिक झगडे हमारी एम्तसादी हालत सुधारने के लिये होते है।

आज आप विद्यार्थियो की हालत को देखिये। मै खुद कानपुर की बात बतलाऊं, डी० ए० वी० कालेज की हालत। वहा ऐसा मालूम होता है कि कोई फैक्ट्री है। तीन शिफ्ट होते है, सुबह से शुरू होते है। उसी तरीके से प्रोफेसर साहब या मास्टर साहब भाषण दे कर चले जाते है। वहा यह भी नही होता कि किसी विद्यार्थी को उन के साथ टच रहे। मै अपने मित्र श्री श्रीनारायण दास जी की इस बात का समर्थन करता हूं कि विद्यार्थियो का अध्यापको से टच नही रहा। कोई प्रोफेसर इस की ओर ध्यान नही देते, एक मशीन की तरह से भाषण दे कर चले जाते है, और इस का नतीजा यह होता है कि विद्यार्थी खुद अपनी इच्छा से जो कुछ पढ कर सीख सके, वह ठीक है। आम तौर से जो शिक्षा पद्धति हमारे देश में है, और जो हालत आज हमारे विद्यार्थियो की है या शिक्षको की है, उससे देश का उत्थान हो रहा है, ऐसा मै नही सोचता।

इस लिये मै शिक्षा मंत्री जी से निवेदन करना चाहता हू, कि यह प्रस्ताव ठीक है कि कमिशन बनाया जाना चाहिये और इन्क्वायरी होनी चाहिये, लेकिन इस देश मे कमिशन और कमेटियो का एक इतिहास है। इस देश में कमेटियां बैठती है, कमेटिया लेटती है, कमेटिया सो जाती है। इस का एक इतिहास है जिसको देखने के लिये हमें काफी मेहनत करनी पड़ती है। इसलिये कमिशन बिठा कर देश के बच्चो का नैतिक स्तर ऊचा हो सकेगा, ऐसा मै नही समझता हू। मै जानता हूं कि आज देश के लोगों की आर्थिक परिस्थिति खराब है। यही कारण है कि फ्रस्ट्रेशन का कि आखिर वह पढ कर करेगे क्या, जायेगे कहा? मै ने उस दिन एजुकेटड अनएम्प्लायड के फिगर्स उठा लिये जो कि एक अनस्टार्ड क्वेश्चन के जवाब मे दिये गये थे। चार लाख और कुछ हजार एजुकेटेड अनएम्प्लायेड है। इन के मुकाबले वैकेन्सीज सिर्फ २४ हजार है। आप साच सकते कि करीब ४ लाख हमारे बच्चो का क्या होगा। कोई ग्रेजुएट है, कोई सायंस ग्रैजुएट है, कोई एम० ए० है। वह एम्प्लायमेंट एक्सचज मे जा कर लटके रहते है और सोचते है कि आज के बाद होगा क्या? व्हाट नेक्स्ट? यह बहुत बड़ा सवाल हमारे नवयुवकों के सामने है कि पढ़ कर उन का होगा क्या? जिन आदर्शों की बात हम ने सुनी, जिस चरित्रगठन के लिये हम ने इतनी किताबे पढ़ी है, जो शिक्षा अपने ऋषियो और मुनियो के युग से ले कर आज तक हम ने पाई है, जिसे कि हमारे प्रधान मंत्री जी ने भी दाद दी है, आखिर उस को पढ़ कर हम क्या करेगे? हमारा क्या होगा इस देश मे? तो जो सेन्टिमेंट्स, जो जजबात उन के दिल में है वह आखिर कही जा कर निकलेंगे तो।

इसलिये मै माननीय मन्त्री जी से कहूंगा कि इस चीज पर ध्यान दिया जाये कि अगर किसी तरीके से विद्यार्थियो का चरित्र गठन किया जा सकता है तो उस का एक ही तरीका है। यह कह देना कि विद्यार्थी राजनीति से अलग रहें यह ठीक नही है। आज इस चीज का सवाल नही है। राजनीति उन के लिये शिक्षा की चीज है और वह रहेगी। जब तक राजनीति उन के लिये नही होगी, तब तक देश का निर्माण नही होगा। इसलिये इस पर

[श्री स० म० बनर्जी]

विचार किया जाना चाहिये । अगर शिक्षकों और अपने विद्यार्थि ों दोनों की दशा को हम सुधार सकते हैं और शिक्षा पद्धति में थोड़ा सा परिवर्तन कर सकते हैं तो मैं समझता हूं कि आज हमारे ग ाव बच्चे अच्छे हो सकते हैं और आग चल कर हिन्दुस्तान के अगुवा भी हो सकते हैं ।

Shri B. S. Murthy: Mr. Deputy Speaker, Sir, I am not able to agree with many of the speakers when they said that poverty and unemployment are responsible for the indiscipline amongst the students. Sir, it is not poor students who are going into the colleges and high schools. These are children born of rich parents. Then only they are able to go to the high school and the college. Poor people are not able to go to the high schools, because education in India has become very costly. This factor is enough to prove that poverty and poverty alone is not responsible is comparative.

Shri Shree Narayan Das: Poverty is comparative.

Shri B. S. Murthy: Let him go on comparing things which are not of usefulness at the present juncture.

Then, about unemployment, Sir, the student does not think of unemployment while he is a student. He does not think of the future. He thinks of the present. Therefore, it is wrong to think that unemployment is looming large and the student is becoming indisciplined. That is wrong because if unemployment is the main fear in India, what about America, where, recently we have read, four million people are thrown out of employment? There we do not find anything about indiscipline among colleges.

Shri Braj Raj Singh: 70 million are unemployed.

Mr. Deputy Speaker: He knows that. Therefore he is saying.

Shri B. S. Murthy: Therefore, Sir, I rule out that poverty and unemployment are the causes. But I would like to take one or two minutes about the real causes. One is the lack of interest among students in their studies. This may be because the textbooks prescribed are not interesting. The school room may not be attractive and the lecture given by the teacher and the behaviour and the attitude of the teacher may not be quite congenial to the students.

Sir, in olden days students from the South used to come all the way to Banaras thinking that this teacher is good or that teacher is good. We have been reading about Dr. Matthew Arnold's *Rugby Chapel* and there we find how exemplary was the teacher and how he was able to attract students. Therefore, Sir, the first and fundamental thing that must be insisted upon is that we must provide an atmosphere of congeniality to students. This is not being done and every time we think of this and that but with no avail. Therefore, I want students to be given good textbooks, interesting textbooks, textbooks that will absorb their attention and teachers, who would be like their colleagues and comrades—not the communist type....

Shri Sadhan Gupta (Calcutta-East): We are much better.

Shri B. S. Murthy:.....who could live there and lead them from the unkown to the known and from the known to the unknown.

Then, Sir, the second thing is that there is a certain lack of respect to the institutions as are existing today, the social order that is existing today and the so-called reverential attitude towards the teacher, the leader or the savant. This is another point which I want the hon. Minister should understand. Why is this lack of interest and respect for the institutions?

Because the institutions are not able to cater to the needs of the students. Go to the Gandhi Gram, ten miles from Madurai. Thousands of students are there. It is not a recognised institution, but all the men and women spend their time from 6 in the morning till 9 in the night usefully. There is no indiscipline there. They are able to spend their time quite usefully. Therefore, I think that lack of respect for institutions as are existing today is another reason for indiscipline.

15 hrs.

The third thing is this. There is a wave of idealism in the students. I do not know how they have got it that in future there will be Utopia where there will be no State, no leader, no text-books and so on perhaps as has been described by Karl Marx. (*Interruption*). Therefore, I think this sort of utopia, this idea of leading them to Karl Marx's final goal of anarchy is also another reason.

Therefore, all these three things may be taken into consideration and not a Commission, but an educationist who has got knowledge of both the East and the West and also of the capitalist and the communist systems of education must be entrusted with the task of going round the country visiting institutions, both colleges and high schools and then try to submit his report in the matter, so that we shall be able to have a disciplined student-folk who will, in course of time, become the enlightened citizens of India.

Mr. Deputy-Speaker: The hon. Minister.

Shri Braj Raj Singh: There are still 54 minutes; perhaps the mover will not take much time for replying.

Mr. Deputy-Speaker: There are only 36 minutes.

The Minister of State in the Ministry of Education (Dr. K. L. Shrimali): Mr. Deputy-Speaker, I am grateful to my friend, Shrimati Ila Palchoudhuri for having brought this resolution, because it does focus our attention to a very important problem. I do not agree that a commission is necessary for this purpose. But there is no doubt that this is a problem which requires special attention not only from the side of the Government, but also from the side of the people and all political parties.

I have spent a good deal of my time among students and my experience is that the student community in our country is very healty. We have the finest of people in our universities. Our students, the youth of the country, played a very important role when we were struggling for independence and I have no doubt that if they get proper leadership, they will also make their contribution in the building up of our country. Unfortunately, sometimes there is a tendency in our country to view the problem of education and the problem of discipline in isolation from the general social and economic problem of our society. Hon. Members who have taken part in this debate have rightly pointed out that the educational problem and the problem of discipline should not be viewed in isolation, but is part of the general social and economic problem.

There is unemployment in this country and this causes frustration among the youth. Frustration causes restlessness and emotional upheavals. It is, therefore, no use blaming the youth of the country. We have to change the social and economic structure, so that the youth might play their due role in the building up of our society.

Another thing I would like to say is that sometimes there is a tendency to make a negative approach to this problem. It does not help the youth by making a negative approach or condemning their action or by suppressing their activities. The problem of discipline can be solved only by finding proper outlets for the creative energies of the youth. The youth has plenty of idealism; the youth is idealistic by nature and it is the duty

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of the society and the State to provide proper outlets for their emotional energy and their idealism. Then the problem of discipline can be solved.

An Hon. Member: How to do it?

Dr. K. L. Shrimali: I am coming to the steps that we have taken and we are going to take. I am making these few preliminary remarks so that the issues may be clear about this matter.

Thirdly, I think there has been a great deal of exploitation of the youth on the part of political parties. I am not blaming any single political party; but it is true that the youth of the country has been exploited for political purposes and political ends. If all the political parties come together and realise that we have to train our youth on proper lines, if they come to a gentleman's agreement and keep their hands off the universities and colleges, I have no doubt that many of our difficulties and problems will be solved.

Shri Goray (Poona): Why don't you invite all those gentlemen round a table?

Mr. Deputy-Speaker: This advice is for all.

Shri Goray: Let all meet; that is what I am saying.

Dr. K. L. Shrimali: I do not mean to suggest that the student community can be completely divorced from politics. Politics is a part of our life; the students must study it and must naturally have their affiliations to various political groups and political ideologies. But at the same time, to ask the students to make an agitational approach does create disturbance in the quite academic atmosphere of the college and university life. In this matter, I think we all have a certain amount of responsibility.

I should like now to tell the House why it is not necessary to appoint a committee on this subject. In fact, after hearing the discussion, I think we have had a very good analysis of the whole subject and the Commission could not give us a better analysis than this House has given. I felt convinced after this debate that there was no need really to appoint a Commission.

The problem before us is that we have to cultivate self-discipline among students. We have to cultivate the discipline of a really free and liberated man. There can be two kinds of discipline, discipline which is imposed from above and discipline which regulates one's own life—self discipline. A democratic society wishes to cultivate self-discipline and cultivate ideals for self-regulation, and it is that ideal that we have continuously to keep in our minds.

I should like to enumerate a few steps which the Government has taken for solving some of the problems, but before I come to that question I should like to say that the pressure of democracy has been so great on education during the last few years after independence that our educationl institutions have found it difficult to cope with the large numbers which have entered the portals of the universities and colleges. Since independence there has been a sharp increase in the number of students in the universities and colleges. In the first year of independence the university population of India was nearly 2,40,000. In 1951-52 there were over 4,00,000 students in university classes and colleges, not including the medical and technical institutions.

Shri Hem Barua (Gauhati): But new universities have also sprung up.

Dr. K. L. Shrimali: It is estimated that the number today is 7,50,000 students and about 50,000 students are seeking enrolment in the universities every year. The number of colleges and universities have not developed to the same rate. The number of university institutions and colleges, not including the technical and professional special colleges, during the

same period was, 532 in 1946-47, 625 in 1951-52 and 746 in 1956-57. This clearly shows that there is a great deal of overcrowding in our educational institutions....

An Hon. Member: Whose fault is it?

Mr. Deputy-Speaker: Order, order. At least there should be discipline here.

Dr. K. L. Shrimali:.... and the physical facilities which should cope with these large numbers have unfortunately, not been available.

An Hon. Member: Too small.

Dr. K. L. Shrimali: Well, Sir, it is true. After all, we want funds, and the country has to tackle problems at all levels and at all fronts. It is easy to criticise the Government, but it is difficult to take up a constructive approach.

In order to release the creative energy of students the Ministry of Education started labour and social service camps. The Members are aware that for the last several years we had been running these camps all over the country. In 1954-55 the Government spent Rs. 22,82,045, Rs. 51,49,384 in 1955-56, Rs. 26,11,766 in 1956-57 and Rs. 29,85,000 in 1957-58.

Shri Braj Raj Singh: May we know the nature of the expenditure and the work done?

Dr. K. L. Shrimali: Hundreds of labour and social service camps have been held, and in these camps the youths of the country have participated in all kinds of social and constructive activities.

Then, Sir, we have also started, campus work projects, and under these projects the Ministry of Education gives grants for putting up auditoriums or recreation halls, swimming pools and so on. We give grants up to 75 per cent. of the expenditure subject to certain ceilings to schools and colleges, and the students contribute their own through labour.

The House is also aware that recently we have taken various steps to organise sports, and physical and recreational activities of the students. We have set up coaches through the All India Council of Sports and the Rajkumari Coaching Scheme, and several lakhs have been spent for the development of sports and physical educational activities.

One of the important problems that we have to face is with regard to providing hostel accommodation for students. For this, the Ministry has been giving grants to schools, colleges and universities for putting up hostels. These grants have been given for the last several years, and loans are given without any interest. I am glad to say that many of the State Governments, colleges and universities have taken advantage of these schemes and hostels have been put up. We propose to continue this programme and if we can improve the hostel facilities that will go a long way in building up a proper community life among the students.

The question was also raised with regard to compulsory tutorial system and teacher-pupil ratio. I have already pointed out that during the last ten years since independence the number of students has considerably increased in our educational institutions. Our institutions are crowded. They do not have proper educational facilities. The greatest problem before us is to provide a proper pupil-teacher ratio. Recently we appointed a committee under the chairmanship of Shri C. D. Deshmukh. That committee has submitted its report. It has made several recommendations with regard to the tutorial system, for introduction of three-year degree course and various other measures which would improve the college and university education. That report is under consideration, and I am hoping that necessary funds would be available and we will be able to implement many of the recommendations contained therein.

I would also like to deal with some of the measures which the University

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Grants Commission has taken or proposes to take with regard to the tackling of this problem of students welfare. The University Grants Commission has under consideration the setting up of a pilot scheme for students' counselling. Many of the difficulties with regard to students arise because they are not able to find proper jobs which would suit their abilities, emotions and aptitudes. With proper service of students council there would not be square pegs in round holes, and many of the difficulties of the youth would be resolved. I hope when this project, is set up it will considerably help in finding proper opportunities and jobs for the students.

The University Grants Commission has also under consideration a scheme which would provide club facilities and student homes to non-resident students, and also student health centres. One hon. Member pointed out the miserable conditions under which many of the students are living in some of the crowded cities. The difficulty is that many of our youth from the rural areas go to the cities and they do not have the proper atmosphere or facilities in these crowded cities where they might be able to carry on their studies. We cannot solve all the problems at a time, but I think this scheme, which the University Grants Commission propose to take up, of setting up proper student homes will greatly help in providing a suitable atmosphere and suitable condtions for these students who do not have proper living condtions in these crowded cities. These homes will provide reading rooms and libraries, and will also provide meals on reasonable cost. Of course, in the evenings the students can go to clubs and during the day they can sit and work under proper conditions. They also propose to set up health centres where a physical check up of students can be made and simple illness can be treated.

I would also like to inform the House that the University Grants Commission has already taken up the question of setting up a Students Aid Fund. The University Grants Commission has made a grant up to the extent of Rs. 10,000. They are expecting the students to contribute something, so that the poor students also might be able to carry on their studies in the educational institutions, and the poverty might not be a barrier for the prosecution of further studies.

These are some of the measures which the Ministry of Education and the University Grants Commission have undertaken. I am not satisfied with the work that has been done. There is a great deal to be done in order to ameliorate the conditions of the youth.

In conclusion, I would like to say that there is nothing wrong with the youth of our country. We have some of the finest material in this country, and if proper opportunities and proper educational facilities are provided, I have no doubt that they would contribute to the building up of this country as they have contributed to the achievement of Independence in our country. These are some of the efforts which we have made in this direction and if we get the support of everybody, all the political parties, to guide the students on proper lines, I have no doubt that our youth.....

Shri Braj Raj Singh: Not by the Government.

Dr. K. L. Shrimali: I said everybody including the Government. If all agree not to exploit the youth for political purposes and consider them as ends in themselves, I have no doubt that the youth would play their due role in the building up of society.

In view of what I have said, I do hope that my friend Shrimati Ila Palchoudhuri would withdraw the resolution.

Shri Hem Barua: On a point of information. The hon. Minister said that the University Grants Commission is making certain contributions towards the improvement of facilities for students and the State Governments are also expected to meet certain percentage of the contributions. But certain State Governments are not co-operating with the scheme of the University Grants Commission. For instance, I belong to a college and I know that. So, what steps do the Government propose to take to bring reason to the State Governments who are non-co-operating in such beneficial schemes?

Dr. K. L. Shrimali: I would be laying the report of the University Grants Commission very shortly. My information is that most of the State Governments have been co-operating. If, sometimes, they are not able to do it, it is not because that they are not willing to co-operate, but sometimes adequate matching funds are not available.

Shrimati Ila Palchoudhuri: Mr. Deputy-Speaker, I thank the House for having taken interest in my resolution, although many Members consider that a Commission may not be necessary. But my only plea for a Commission is this: as one hon. Member opposite pointed out, when Mr. Ghosh, the previous Vice-Chancellor in West Bengal had brought out certain facts about the situation, it was only a probe and an assessment that gave us an idea as to what the conditions are. I think we all agree with the general principle and I do not think there is any point of disagreement among the Government or the students or the Members of this House.

But I would also like to answer one point raised by an hon. Member opposite. I think it was Shri Goray who said that in foreign countries other Members take greater interest in the students and the education schemes. In India too, they do that. After all, even the Transport Ministry takes a certain interest in establishing youth hostels and so forth. There are other Ministries who take similar interest. The Defence Ministry takes interest in the NCC movement and other things like that. The Ministry of Education also must take the main part, because whenever there is this illness—.....

Shri Goray: What I wanted to point out was that in this report they have said that other Ministries have built more schools for education than the Education Ministry itself.

Shrimati Ila Palchoudhuri: I realise that. However, I would like to point out that in India today we need a medicine for the diseases of the students when they feel frustrated. Actually, the medicament is this. The doctor is the Education Ministry but the medicine has to come from the Finance Ministry, and I suppose the Education Ministry, in many cases, is hampered because the Finance Ministry has to work out and frame the expenses.

Shri Braj Raj Singh: Both of them are here,—both the Ministries.

Shrimati Ila Palchoudhuri: I see that, However, I would like to place one point before both the Ministries. Dr. P. S. Deshmukh had a scheme which he had placed before the Planning Commission. That scheme could well be looked into and some sort of legislation even could be made from the Centre so that this scheme could go through, and the Centre and the States and the villages could participate equally in extending the educational facilities. If that is done, I think much of this problem could be solved. The overcrowding, the other disabilities and the various handicaps students labour under can only be righted by the expansion of education and not being frightened at the fact that if

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we have more schools, there will be more difficulty in Universities. While having more schools, we should not be frightened as to what is going to happen in our universities, how many students could be taken into our universities, etc. Expansion must be the keynote and we should not be frightened at the expansion of schools.

I will say that if the Centre has Rs. 5 crores per annum, then, a lack of teachers even with an adequate pay of Rs. 60-80 for primary school teachers, Rs. 100 for under-graduates and Rs. 120-150 for graduates could be visualised. I am sure if the hon. Minister Dr. P. Rao Deshmukh's scheme is given every importance and thought and consideration in the Planning Commission, we could see much of the end of the students' frustration.

Here, I would like to just clarify my own position. I do not think that in anyway it could be suggested that I have blamed the students. I do not. They are really very near our hearts and we have the best material in India and, as a woman, I have a very warm place for them in my heart. It is not that I blame the students. But I blame the conditions they live in. I hope the Minister will look into them. He said very kindly that he would look into this aspect. I hope he will consider Dr. P. S. Deshmukh's scheme in the Planning Commission and give a better thought to it so that these conditions may be righted

I can only quote from the Prime Minister himself The Prime Minister has said:

> "It is not good enough for us in the Central Government to say that this is a provincial subject and an obligation, and therefore we need not worry too much about it. It is for us to worry and to find out ways and means, for, otherwise, all our schemes will be undermined by the elements of untrained and misguided humanity".

These are the Prime Minister's own words. I hope the Centre will participate particularly in this case where the States cannot by themselves tackle it, so that the students will not only be not frustrated but this idea that here is a difference between "liberty and licence and sound and noise" will be brought to their homes and hearts. Thus, they would really be able to build a new India. I hope the fullest co-operation of the Centre with the States will be available in this respect

In view of what the hon. Minister has said, I am perforce obliged to withdraw the resolution.

Mr. Deputy-Speaker: Whether the House gives leave or not would be a different thing.

Shrimati Ila Palchoudhuri: I would certainly request the hon. Minister to accept my resolution if it is possible, because, even if I do not call it a Commission and if I call it a Committee, it would cost nothing to the Centre to appoint it. All the points could be brought home to the hon Minister in a concise form. Then he could look into everything more adequately.

Mr. Deputy-Speaker: Does the hon. Member ask the hon. Minister to accept it or does she want to withdraw it?

Shrimati Ila Palchoudhuri: I certainly ask the hon. Minister to accept it, but.....

Mr. Deputy-Speaker: What word shall I put after "But"?

Dr. K. L. Shrimali: In view of the assurance that I have given that all the suggestions which the hon. Members have made would be looked into, and in view of the fact that we are already taking various steps for improving the general conditions of student community, and also, at the

same time, improving the conditions of teachers and the physical facilities. I would request the hon. Member not to press the resolution.

Shri Braj Raj Singh: She said "perforce".

Shri Tyagi: Force of circumstances.

Shrimati Ila Palchoudhuri: If the Minister will look into all those points, I would request the House to permit me to withdraw the resolution.

Mr. Deputy-Speaker: There is the resolution and Shri Khadilkar's amendment. There is still another substitute resolution, which was sent by Mr. Vajpayee. But that was received too late, on the 27th Therefore, it cannot be taken into account. I will now put the substitute resolution of Mr. Khadilkar to the vote of the House. The question is:

> "That for the original resolution, the following be substituted, namely:
>
> "In view of the prevailing sense of frustration among the students resulting in acts of indiscipline and rowdyism and at times even in acts of violence, this House is of opinion that the Government should take immediate steps to provide hostel accommodation for students in the higher classes in schools and colleges, introduce compulsory tutorial system in all the colleges and prescribe number of admission to colleges so that the teaching staff could be able to keep personal touch with the students and thus restore healthy academic atmosphere which is necessary for pursuit of learning."

The motion was negatived.

Mr. Deputy-Speaker: Has the hon. lady Member the permission of the House to withdraw the resolution?

Some Hon. Members: No.

Mr. Deputy-Speaker: In that case, I will put the resolution of Shrimati Ila Palchoudhuri to the vote of the House. The question is:

> "This House is of opinion that Government should immediately appoint a high powered Commission to enquire into the causes of the sense of frustration among the students leading to tendencies of indiscipline, violence and rowdyism and the consequential disquiet prevailing in the country and to suggest ways and means for its removal."

Those in favour will please say 'Aye'.

Some Hon. Members: 'Aye'.

Mr. Deputy-Speaker: Those against will please say 'No'.

Several Hon. Members: 'No'.

Mr. Deputy-Speaker: I think the 'Noes' have it The motion is negatived

Some Hon. Members: The "Ayes" have it.

Mr. Deputy-Speaker: All right. Let the lobbies be cleared.

Shri S. M. Banerjee: Nobody has asked for division.

Mr. Deputy-Speaker: Then I presume that nobody wants a division.

Some hon. Members: Yes.

Mr. Deputy-Speaker: Then I declare that the Resolution is negatived.

The Resolution was negatived.

Mr. Deputy-Speaker: We will now take up the next resolution. Now Mr. Dwivedi, who has authority from Shri Narasimhan.

Shi M. L. Dwivedi: I am not moving.

Mr. Deputy-Speaker: Then I will take up the next resolution of Mr. Bhakt Darshan.

Shri Goray: The House is taken by surprise.

Mr. Deputy-Speaker: I have to take up the next item.

Shri Goray: May we know why Mr. Dwivedi is not moving the resolution?

Mr. Deputy-Speaker: That is for him to say. I cannot ask him the reasons. When I call him to move his resolution, if he stands up and says "I am not moving it", then I have nothing further to ask him.

The next resolution is of Shri Bhakt Darshan. He is not present; nor has he authorised anybody to move it.

The next one is of Mr. Rameshwar Tantia. He is also absent. With that, the list is over.

15:35 hrs.

The Lok Sabha then adjourned till Five of the Clock

The Lok Sabha re-assembled at Five of the **Clock.**

17 hrs.

[MR. SPEAKER *in the Chair*]

PRESENTATION OF GENERAL BUDGET

Mr. Speaker: The hon. Prime Minister. More correctly, the hon. Finance Minister.

The Prime Minister and Minister of External Affairs and Finance (Shri Jawaharlal Nehru): Mr. Speaker, according to custom, the Budget statement for the coming year has to be presented today. By an unexpected and unhappy chain of circumstances, the Finance Minister, who would normally have made the statement this afternoon, is no longer with us. This heavy duty has fallen upon me almost at the last moment.

The times are not propitious in many ways and within the last few days all of us here and the entire nation has suffered a grievous loss by the passing away of a leader of our people who had been a tower of strength to all of us both in the days when we were in the wilderness and when a measure of fulfilment came with its new problems and burdens. So I stand before this House today with a sense of desolation and a feeling of unfitness for the task that fate and circumstance have thrust upon me. I seek the indulgence of this House.

Last year, my distinguished predecessor in this office presented a Budget statement which, in some respects, was unusual and which involved substantial additions to taxation. Some novel taxes were introduced and an attempt was made to bring about gradually a reorientation of the tax structure of the country. I believed then, and I believe now, that this was the right direction for us to travel and that we should continue to pursue this path. With experience we may no doubt make changes here and there and advance further in that direction, but I think that the major steps that we had taken last year have to continue. The times we live in and the problems that our country has to face do not permit a static or complacent approach or any avoidance of the burdens which inevitably accompany an attempt to advance with some speed. Our objective of striving peacefully and co-operatively towards the realisation of a socialist pattern of society also prevents us from thinking or acting along the old grooves, or seeking some present respite by slowing down or halting development. While we should always be prepared to reconsider the methods we adopt, should this become necessary, we have to strive with all our strength for our planned development by conserving all our resources, increasing production and trying to ensure progressively a more equitable distribution, and thus to raise the standards of the great mass of our people.

In the circumstances that we face today, I can only present before this House what might be called a pedes-

trian Budget statement, which is in the main a continuance of things as they are, with relatively minor changes, or such changes as naturally flow from what we did last year. This statement relates to the estimated receipts and expenditure of the Government of India for 1958-59.

Following the usual practice I propose to review briefly the economic conditions in the country during the current year, i.e., 1957-58 against the background of which the budget has to be considered. An economic survey, covering the major developments in the economy during 1957-58 and explaining the impact of the various measures adopted, is being circulated to Honourable Members along with the Budget papers. I propose, therefore, to review only briefly the main trends in the economy.

There has been some improvement in the economic situation in recent months. Prices have tended to come down and the decline in foreign exchange reserves has slowed down markedly. The money market is easier and expansion of money supply and bank credit have been brought under control. The measures adopted to check inflationary pressures and correct the strain on the balance of payments are proving effective.

Wholesale prices were comparatively stable in the early months of the year, but there was a sharp rise between May and August when the index went up from 107 to 112. After August, prices have tended to fall. In recent weeks, the index has been around 105, which is slightly lower than the level about a year ago. The index for cereals which had gone up from 97 in December 1956 to 106 in March 1957 was again at 98 in December 1957. The improvement has been due to the various measures taken to hold the price level, including controls at particular points and restraints on bank credit; it is also a reflection of the improved supplies position. This latter is, however, due to large imports which the country can hardly afford.

Agricultural production in 1956-57 recorded a rise of some 6 per cent. over the previous year's level, the improvement being shared by both foodgrains and other crops. The output of foodgrains in 1956-57 was 3·4 million tons more than in 1955-56. This year, however, there have been droughts over considerable areas in the country, and floods and the supply position is difficult.

Industrial production has continued to expand, but the rate of expansion this year has been much more modest than in the last few years. There have, nevertheless, been significant increases in certain lines, both in the capital goods as well as in the consumer goods categories, and further additions to production capacity are being made.

In the stock market, there was a declining trend in both prices and turnover. The prolonged period of boom which started in 1953 ended in 1956. The decline in equity prices, as measured by the Reserve Bank's index of variable dividend industrial securities was 16 per cent in 1957—and 25 per cent as compared to August 1956.

The gilt-edged market was weak in the early part of the year. There has, however, been a revival, in recent months, in the demand for investment, especially in short-dated securities. Since September last, the stringency in the money market has been less acute, and investments of scheduled banks in Government securities increased by Rs. 67 crores between September and December. State loans have also improved slightly and there has been sustained buying in some of them. The net decline in the prices of Government securities in 1957 has been 0·7 per cent

A noticeable feature in the monetary situation in 1957 has been the smaller expansion in money supply and in bank credit in 1957 as compared to the previous year. Money

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supply with the public increased by Rs. 97 crores in 1957 as compared to Rs. 132 crores in 1956 and Rs. 215 crores in 1955. The expansion of bank credit was Rs. 80 crores, i.e., less than half the expansion in the previous year. The time deposits with the banks increased by Rs. 201 crores during the year. This has eased the strain on the banks' resources.

Honourable Members are aware of the continuous strain on our balance of payments since the beginning of the Second Plan. The Reserve Bank's foreign assets which, at the end of 1956, stood at Rs. 530 crores dropped to Rs 453 crores at the end of June 1957 despite the drawal of Rs 95 crores from the International Monetary Fund during that period. Between July and December 1957 the foreign assets declined by a further Rs. 155 crores to Rs. 298 crores As a result of the remedial steps taken by Government, the rate of net withdrawal has perceptibly fallen in recent months. The monthly average rate of withdrawal came down from Rs. 36 crores in the second quarter of 1957 to Rs. 18 crores in the last quarter of that year In recent weeks, it has been below Rs 3 crores a week Indeed, it has a tendency to go under Rs 2 crores now.

The House will recall that the last year of the First Plan closed with a balance of payments surplus on current account of Rs. 17 crores, including credits totalling to Rs. 42 crores on account of foreign assistance. During 1956-57 the position was reversed and a current account deficit of about Rs. 292 crores emerged, after taking credit of Rs. 40 crores of foreign assistance. The payments deficits during each of the quarters of that year was Rs. 44·5 crores, Rs. 81·4 crores, Rs. 84·8 crores and Rs. 81·8 crores respectively in the four quarters For the quarter ending June 1957, the deficit was Rs. 149·7 crores and it was also about the same—Rs. 148 crores—for the quarter July-September. These large deficits in the balance of payments have been due to a substantial increase in imports and a slight decline in exports, and the bulk of the increase in imports has been in respect of capital goods and industrial raw materials required for development.

The improvement in the balance of payments, to which I referred earlier, thus relates to the period after September. Satisfactory as this latest trend is, it will be necessary to continue and accelerate the effort we are making, both in the matter of keeping down imports and of increasing exports, in order to bring the balance of payments position to a satisfactory state The problem is no longer one of reducing payments in terms of a particular currency or group of currencies, but of securing an all-round improvement.

The House is aware of the steps that have been taken to meet the difficult balance of payments position Drastic cuts have been made in the imports of consumer goods, and strict vigilance is being exercised in respect of the licensing of imports including imports of capital goods Efforts are being made simultaneously to secure external assistance and deferred payment terms for projects in both the public and private sectors having high priority and likely to save foreign exchange.

In the current year the International Bank for Reconstruction and Development assisted in financing the country's development projects by sanctioning loans of Rs. 43 crores for railway development, Rs 15 crores for the expansion of the Tata Iron and Steel Works and Rs 5 crores for the construction of the Trombay Thermal Station in Bombay. Negotiations are under way for obtaining loans from the Bank for the development of ports, the Koyna Hydro Electric Project and the Damodar Valley Corporation. In the last two or three months there have been various offers of assistance from friendly foreign countries for the

economic development of this country. Last month the Government of the United States offered a loan of approximately $225 million (about Rs. 107 crores) from out of the currently available resources of the United States Export Import Bank and the President's Development Loan Fund. An official mission from this country is now negotiating details of the utilisation of this offer. The United States Government are also considering as a matter of high priority, further measures to assist us in getting over the present shortage of foodgrains. The measure of assistance promised by the United States is expected to help us significantly in financing our imports of essential capital goods over the next fifteen months.

The question of obtaining a postponement of certain payments which will fall due in the next three years or so in respect of the Rourkela Steel Plant has been under discussion with the West German Government. This has been agreed to by that Government and an agreement for deferring payment of 660 million Deutsche Marks (Rs. 75 crores roundly) was signed on the 26th of this month.

On the 4th February, 1958, an agreement was signed with Japan under which Japan would make available to India a sum of 18 billion yen (roughly Rs. 24 crores) through the Export Import Bank of Japan to enable Government or parties recommended by Government to make purchases from Japan This line of credit will be used for the purchase of Japanese goods including mostly industrial plant, machinery and equipment. The loans will be repaid within a period of ten years and the rate of interest will be decided on the basis of rate charged by the International Bank for Reconstruction and Development.

The Government of the U.S.S.R. also offered us a credit of 500 million roubles (about Rs. 60 crores) to be used in the form of technical assistance and equipment. This will be used for the setting up of a heavy machine building plant, a plant for the manufacture of coal mining machinery, an optical glass factory and a thermal power station and for the development of the Korba Coalfields. This credit, like the one given by them for the Bhilai Steel Plant, carries interest at the rate of 2·5 per cent. per annum and is repayable in 12 equal annual instalments.

The United Kingdom Government have also offered to assist us by paying in advance, on the 1st April 1958, three annual instalments of £ 4 million each due from them under the arrangements made in 1955 for the transfer of sterling pensions.

We have recently signed an agreement with the Government of France for economic and technical co-operation between the two countries Under it the French Government will facilitate the financing of the manufacture and supply of capital goods for which orders are placed by Indian purchasers with French suppliers in the twelve months following the date of signing of the agreement, up to a total amount of 25 billion francs (about Rs. 28 crores). The terms of each contract would be settled separately with the approval of both the Governments.

The total economic assistance made available to this country by friendly foreign countries up to the end of March 1957 amounted to Rs. 463 crores, out of which Rs. 219 crores had been utilised by that date, that is, the end of March, 1957. The balance of about Rs. 244 crores has mostly been committed for the supply of equipment and commodities. During 1957-58, Canada has authorised 21 million dollars as assistance to this country under the Colombo Plan. In addition, Canada has made a special grant of 7 million dollars for the purchase of wheat. She has also agreed to supply an additional quantity of 400,000 tons of wheat on reasonable terms of credit to meet the food shortage. The Ford

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Foundation has continued its assistance by a further allocation of 6·2 million dollars.

Under the various programmes of assistance already in operation or in sight, the total foreign assistance to this country in the coming year is estimated at Rs. 325 crores for which credit has been taken in the budget. This assistance would materially help in the implementation of the Second Five Year Plan and I am sure the House would join me in expressing our appreciation to our friends who have come to our assistance.

India, on her part, has continued to provide economic and technical assistance to neighbouring countries particularly under the Colombo Plan. In Nepal, where we have undertaken to provide aid upto Rs. 10 crores, the expenditure in the coming year has been estimated to be Rs. 2·2 crores. We also promised to give a loan of Rs. 20 crores to Burma, of which Rs. 15 crores will be paid this year and the balance next year.

The Budget for the current year, as finally approved by Parliament, placed the revenue at Rs. 708·03 crores and expenditure at Rs. 672·29 crores, leaving a surplus, on revenue account, of Rs. 35·74 crores. On present estimates, revenue is now likely to amount to Rs. 724·63 crores and expenditure to Rs. 719·58 crores resulting in a small surplus of Rs. 5·05 crores. The drop of Rs. 30·69 crores in the surplus is largely the result of the additional transfer of Rs. 34½ crores to the States as a result of the Finance Commission's recommendations which have been accepted by Government.

I shall first briefly mention the important variations in the revenue estimate. The revenue from Customs is now expected to be Rs. 183 crores against the budget estimate of Rs. 167·6 crores. Excluding the additional duties levied on sugar, cloth and tobacco, which accrue to the States, Union Excise Duties are now expected to yield Rs. 252·45 crores against the budget estimate of Rs. 259·57 crores. The decrease of Rs. 7·12 crores is mainly due to a fall in the revenue from cloth and motor spirit. This is partly counterbalanced by increased revenue from cement and diesel oils. No change is anticipated in the budgeted figure of Rs. 206·40 crores for Corporation Tax and Income Tax, but the share of the States will increase from Rs. 65·98 crores to Rs. 72·43 crores, as a result of the Finance Commission's Award. The revenue from Wealth Tax this year is now put at Rs. 9 crores, a drop of Rs. 3·5 crores in the original estimate due to the time taken in obtaining necessary statements from assessees. The tax on Railway fares is now expected to yield Rs. 4·84 crores against the original budget of Rs. 7 crores. The revenue from Posts and Telegraphs is likely to drop by Rs. 2·72 crores to Rs. 1·23 crores, due partly to a fall in traffic and partly to the interim relief to low paid employees granted recently. The dividend from Railways is now estimated at Rs. 44·24 crores against the budget figure of Rs. 43·79 crores. Of this sum, Rs. 37·91 crores, representing the interest element, is taken in reduction of interest payments on the expenditure side and the balance credited as contribution to revenue. The variations under other heads do not call for any special mention.

The expenditure this year is now estimated at Rs. 719·58 crores—Rs. 266·05 crores on Defence Services and Rs. 453·53 crores under Civil heads.

The revised estimate of the net Defence expenditure is placed at Rs. 266·05 crores against the budget estimate of Rs. 252·71 crores. The increase is largely accounted for by an additional provision of Rs. 6·86 crores for the Army and Rs. 6·80 crores for the Air Force. The increase in the Army estimate is due mainly to the purchase of additional stores, rise in prices, grant of additional dearness

allowance and certain other concessions allowed to personnel; and that in the Air Force Estimate, almost entirely to the purchase of aircraft and equipment, mostly for replacement.

Civil expenditure shows an increase of Rs. 33·95 crores over the budget estimate of Rs. 419·58 crores. Payments to States on account of their share of Union Excise Duties and of grants under the substantive provision of Article 275(1) of the Constitution have increased by Rs. 39·90 crores as a result of the Finance Commission's award and the levy of certain additional duties in replacement of sales tax. There is an increase of Rs. 1 crore on account of additional dearness allowance granted during the course of the year and an increase of Rs. 2½ crores in interest charges, due to the larger expansion of Treasury Bills than anticipated in the Budget. A provision of Rs. 3 crores has also been made for write-back to revenue of losses on the Food Trading Account. It will be recalled that a Food Subsidy Fund of Rs. 25 crores was intended to be built up from the additional taxation levied this year, which, if unspent, would have been available for the current and future years. But since the revenue surplus this year has been more or less absorbed by the transfer of additional resources to the States under the Finance Commission's award, it has not been possible to meet the entire subsidy from revenue. The amount of this subsidy this year will be Rs. 30 crores and next year Rs. 20 crores and it is proposed to write this back to revenue over a period of 10 years. The increases I have mentioned amount in all to Rs. 46¼ crores roundly but they have been offset by savings under other heads of Rs. 12½ crores. Thus there is a saving of Rs. 5 crores under Education; Rs. 1 crore under Community Development; Rs. 2 crores under Scientific Departments; Rs. 1 crore in the grant to States for development of backward classes and Rs. 2 crores in respect of grants to States towards expenditure necessitated by natural calamities. The balance of the savings is spread over a number of heads.

For the next year, on the basis of existing taxation, the revenue is estimated at Rs. 763·16 crores and expenditure at Rs. 796·01 crores, leaving a deficit of Rs. 32·85 crores on revenue account.

The revenue from Customs has been placed at Rs. 170 crores, the decrease of Rs. 13 crores as compared with this year's Revised estimates reflecting the effect of the restrictions on imports. Excise duties are expected to yield Rs. 260.45 crores, excluding Rs. 41·48 crores from additional duties on sugar, cloth and tobacco which accrue in almost their entirety to the States. This is an improvement of Rs. 8 crores over the current year's Revised estimate. Under Income tax the revenue is placed at Rs. 217 crores, allowing for a normal expansion in revenue of Rs. 10½ crores over the current year's revised estimate. The Wealth Tax is expected to yield Rs. 12·5 crores, the tax on Railway fares Rs. 9·22 crores and the Expenditure Tax Rs. 3 crores. The revenue from Posts and Telegraphs is estimated at Rs. 2·34 crores against Rs. 1·23 crores this year. The dividend payable by Railways next year is estimated at Rs. 49·58 crores of which Rs. 7·04 crores will be taken as contribution to revenue and the balance of Rs. 42·54 crores in reduction of interest payments on the expenditure side. The surplus profits of the Reserve Bank next year have been placed at Rs. 30 crores, the same as in the current year. A credit of Rs. 7·34 crores has also been taken on account of the surplus of the cement account of the State Trading Corporation to be transferred to Government. This amount will be utilised on the development of national highways. The share of income tax payable to States next year will be Rs. 76·97 crores against the current year's Revised estimate of Rs. 73·43 crores.

Expenditure next year is estimated at Rs. 796·01 crores of which Rs. 278·14

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crores will be on Defence Services and Rs. 517·87 crores under the Civil heads.

Estimates for Defence Services show an increase of Rs. 12·09 crores over the Revised estimate for the current year. The increase is wholly in the Air Force estimates mostly for the purchase of stores for replacement. The Navy estimates show an increase of Rs. 1·46 crores but this is offset by a reduction in the provision for the Army.

Civil Expenditure next year shows an increase of Rs. 64·34 crores over the Revised estimate. Of this increase, payments to States of the proceeds of the additional excise duties on sugar, cloth and tobacco account for Rs. 27·96 crores. The greater part of the balance is due to larger provision for nation-building, development and social services. A detailed account of individual items is, as usual, given in the Explanatory Memorandum and only the more important items need be mentioned here.

The provision for expenditure on nation-building and development services under Civil Administration amounts to Rs. 130·09 crores as compared with Rs. 102·62 crores during the current year. The provision for Education at Rs. 29·63 crores is higher by Rs. 5·48 crores and includes Rs. 11·97 crores for grants to States, Rs. 2·51 crores for scholarships and Rs. 4·32 crores for grants to the University Grants Commission. For expenditure on Medical and Public Health, the provision has been increased from Rs. 10·43 crores this year to Rs. 16·03 crores next year and for agriculture and allied services, the provision made next year is Rs. 17·64 crores against the current year's Revised estimate of Rs. 16·85 crores. The provision for Scientific Research has also been stepped up by Rs. 3·7 crores and that for Industries and Supplies by Rs. 1·62 crores.

Larger provision is also being made for Community Development and National Extension Service and for welfare of Scheduled Tribes and development of Backward Areas and for Employment Exchanges, the increase next year over the current year's Revised estimate being Rs. 3·86 crores.

The estimates also include a provision of Rs. 6 crores for grants to States to help them to raise the emoluments of their low-paid employees, the corresponding provision for 1957-58 being Rs. 5 crores. The newly constituted Naga Hills and Tuensang District will cost about Rs. 3·64 crores next year. Gross interest charges will increase by Rs. 17·60 crores of which Rs. 15·04 crores will be recovered from the commercial departments and the State Governments.

The rest of the increase in Civil Expenditure is spread over a number of heads.

The current year's budget provided for a capital outlay of Rs. 455 crores, excluding an adjusting item of Rs. 95 crores in respect of loan assistance from the U.S.A. Government, which is transferred to the Special Development Fund by debit to capital. The Revised estimates provide for an outlay of Rs. 427 crores, a reduction of Rs. 28 crores. Owing to better availability of materials, particularly steel and track materials, following the special arrangements made for the procurement abroad and the extension of the scheme of electrification to certain sections, Railways are expected to spend Rs. 14 crores more than estimated. Against this increase under Railways, a saving of Rs. 29 crores is expected in the provision of Rs. 157 crores for steel projects, Rs. 11 crores on food purchases and Rs. 2 crores under other heads, leaving a net saving on capital account of Rs. 28 crores.

Capital expenditure in the coming year is estimated at Rs. 412 crores excluding a formal adjusting debit of

Rs. 78 crores in respect of loan assistance from the United States Government mentioned earlier. The drop of Rs. 15 crores over the Revised estimate is due to a reduction of Rs. 38 crores in the net outlay on food purchases and the special receipt of Rs. 16 crores from the United Kingdom as advance payments on account of sterling pensions which is taken in reduction of expenditure, partly offset by increases under other heads. An increased provision of Rs. 31 crores has been made for the steel plants and Rs. 10 crores for industrial development. Details of the provision under the various heads are given in the Explanatory Memorandum.

In addition to the provision for direct capital outlay by the Centre just mentioned, the estimates include Rs. 288 crores for loans to State Governments and Rs. 71 crores for loans to Port Trusts, Statutory Corporations, foreign Governments etc. in the current year against an original provision of Rs. 238 crores and Rs. 86 crores respectively. The increase in the loans to State Governments is largely due to ways and means advances and payments on account of their share of the net collections from small savings. In recent years the State Governments have been receiving a portion of these collections in their States as loans from the Centre. This share was raised during the current year from about 1th of the net collections to 2/3rds. Some arrears were also due to the States in respect of the previous year which have been paid to them. Savings of Rs. 15 crores are, however, expected in the provision for other loans despite the fact that the Government of Burma are drawing an additional sum of Rs. 5 crores against the loan assistance of Rs. 20 crores promised to them some time back and an increase of Rs. 5 crores is also expected in the loans to the Industrial Finance Corporation. The provision of Rs. 15 crores made in the budget for loans to the Refinance Corporation is not likely to be required this year. For the next year a total provision of Rs. 362 crores has been made for loans, of which Rs. 284 crores will be for State Governments and Rs. 78 crores for others. Broad details of these loans are given in the Explanatory Memorandum.

Before passing on to a consideration of the ways and means position, an account may be given of the total provision included in the estimates of the coming year for the execution of the Five Year Plan and the magnitude of the total Plan outlay in the coming year. The Budget now presented to the House includes a total provision of Rs. 743 crores for the implementation of the Plan—Rs. 122 crores in the revenue budget and Rs. 621 crores in the capital budget. Out of this provision, Rs. 53 crores will be provided from the revenue budget and Rs. 178 crores from the capital budget for assistance to the States. In addition to this, the Railways will be spending Rs. 93 crores from their own resources on the Plan and the States Rs. 181 crores. The total plan outlay in 1958-59, including interest on loans on river valley projects treated as capital outlay and short term loans, will amount to Rs 1017 crores.

The current year's budget provided for an overall deficit of Rs. 284 crores, of which Rs. 275 crores were expected to be covered by the issue of Treasury Bills and the balance by drawing down the cash balances. The Revised estimates place the overall deficit at Rs. 380 crores which will be met entirely by the expansion of Treasury bills. This deterioration in the ways and means position is due mainly to three factors. First, the anticipated revenue surplus of Rs. 36 crores has, as explained earlier, been mostly absorbed by the additional payments to the States as a result of the recommendations of the Finance Commission. Secondly, the net yield from small savings has been below estimate, and a drop of Rs. 20 crores, is now expected in the budgeted receipt of Rs. 80 crores. Thirdly, external assistance, for which a credit of Rs. 150 crores was taken in the budget, is now

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expected to amount to only Rs. 105 crores, the balance being carried over to the coming year. Part of the shortfall will, however, be met by savings in the capital outlay under a number of heads so that the net deterioration in the position is not likely to be more than about Rs. 95 crores.

In the current year Government floated two new loans—the 3½ per cent National Plan Bonds 1967 at an issue price of Rs. 99·5 and the 4 per cent Loan 1972 at par. Conversion facilities were offered for the 3 per cent Victory Loan 1957 and the 3 per cent Loan 1958 which was due for repayment in the following year. Subscriptions to the new loans amounted to Rs. 106 crores, of which Rs. 45 crores came by way of conversion. Later in the year, when a demand for fore investment developed in the market, a re-issue of the 3½ per cent. 1962 Loan was made through the Reserve Bank. The entire sum of Rs. 30 crores of this re-issue has been absorbed by market. The outstanding balance—the 3 per cent. Victory Loan 1957, which was not converted into the new loans, was repaid in cash. The net market borrowings this year have thus amounted to Rs. 68 crores, the sum for which credit was taken in the budget.

Mention was made earlier of the decline in the receipts from small savings. For some months the net receipts have been much smaller than in the past particularly under Postal Savings Banks. In the first ten months of the current year the net receipts amounted to Rs. 37·6 crores against a sum of Rs. 44·8 crores in the corresponding period of last year. The deterioration is wholly due to a drop in the receipts from Savings Banks which are Rs. 14 crores less than in the previous year. In recent weeks there has been a slight improvement and it is hoped that collections will increase steadily in the future.

The intensification and development of the Small Savings movement have been under the constant consideration of Government in consultation with the State Governments who have now a predominant interest in the net proceeds from this source. The House will remember that as part of the programme for attracting larger investments the rate of interest on the Postal Savings Banks was raised by ½ per cent and the yield on the 12 Year National Plan Savings Certificates and Treasury Saving Certificates was increased with effect from the 1st June 1957. Since then, the yield on the 15 year annuities has also been raised to the same level as the yield on the 12 Year National Plan Certificates. The increase in the yield has had a good effect on the sale of Certificates but the heavy withdrawals from Postal Savings Banks are somewhat disquieting. The introduction of a scheme of recurring monthly deposits which will assist persons with small regular incomes to accumulate savings for meeting expenditure such as on the marriage and education of children is under consideration and it is hoped to introduce this soon.

The National Savings Organisation, in co-operation with State Governments, has been making continuous efforts to improve collections of small savings. Internal agents are being appointed in both Government and non-Government institutions for securing regular investments from their fellow employees through organised saving groups. The recent amendment of the Payment of Wages Act permitting voluntary deductions at source for purposes of investments in small savings is likely to assist in the mobilisation of savings in industrial establishments. State Governments are undertaking intensive campaigns in the rural areas and special attention is being given to the Community Project areas and National Extension Service blocks. The procedure at Post Offices, through which the bulk of the small savings is collected, is also being

simplified wherever possible and a special Small Savings Board consisting of representatives of the Posts and Telegraphs Department, the Accountant General, Posts and Telegraphs, the Finance Ministry and the Reserve Bank of India has been constituted for this purpose.

In the budget for the coming year credit has been taken for a net receipt of Rs. 125 crores from market borrowing and Rs. 100 crores from small savings. Market conditions in the last two or three months have been easier and if these continue, as may be reasonably expected, the target of Rs. 125 crores is likely to be reached. For small savings although the net receipts this year have been disappointing, it may be hoped that, with the more intensive development of the movement with the co-operation of the States, the net collections next year will show a substantial improvement. As mentioned earlier, foreign assistance next year is likely to amount to Rs. 325 crores of which Rs. 40 crores will be by way of grants and the balance by way of loans.

The overall budgetary position next year may now be summarised. At the existing level of taxation and expenditure there will be a revenue deficit of Rs. 33 crores. Capital outlay will amount to Rs. 412 crores, loans to State Governments and others to Rs. 362 crores, and debt repayments to Rs. 28 crores. This total disbursement of Rs. 835 crores will be met to the extent of Rs. 75 crores from repayments of loans by State Governments and others, Rs. 145 crores from market borrowings in India, Rs. 100 crores by Small Savings, Rs. 285 crores from foreign loans and Rs. 25 crores from miscellaneous receipts under debt and deposit heads, leaving a deficit of Rs. 205 crores which will be met by issue of Treasury Bills

On the basis of the above estimates the total amount of outstanding Treasury Bills at the end of 1958-59 will be a little over Rs. 1400 crores, the bulk of which will be held by the Reserve Bank. The expansion of Treasury Bills has been not merely to meet the internal requirements but also for the replacement of the external assets held by the Reserve Bank, which have been drawn down mostly for development purposes in the last two or three years. The Treasury Bills represent something more than mere floating short terms debt and will gradually be funded into loans of appropriate maturity.

I now turn to the proposals for dealing with the anticipated revenue deficit of Rs. 32·85 crores in the coming year.

Less than ten months ago Parliament approved proposals involving very substantial additions to taxation of a magnitude rarely equalled in peace time. These covered not merely the extension of existing taxes but the levy of new taxes such as the tax on wealth and the tax on expenditure. All these measures resulted in a major re-orientation of the tax structure of the country. I do not propose to make any major modification in it but to confine myself to making such improvements as are necessary to make the present pattern of taxation an integrated one, and to plug any loopholes in taxation.

I shall first deal with direct taxation My first proposal is to introduce a tax on gifts which will fill a gap in the scheme of direct taxation and would not only make evasion or avoidance difficult but also spread the tax burden more equitably.

The idea of a Gift Tax is not new. Many Honourable Members have stressed both in this House and the other House the need for introducing such a measure at an early date. The transfer of properties through gifts to one's near relations or associates is one of the commonest forms of avoidance of not only the Estate Duty but also of Income-Tax, Wealth Tax and even the Expenditure Tax. The only way of effectively checking this practice is to levy a tax on gifts. Such a

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tax is already being levied in other countries, for example, U.S.A., Canada, Japan and Australia. The Taxation Enquiry Commission also had accepted the Gift Tax as theoretically an attractive proposition.

It is proposed to levy a tax on gifts by whomsoever made, the only exceptions being charitable institutions, government companies, corporations established by Central or State Acts and public companies whose affairs are controlled by six persons or more. The tax will be levied on the donor on the value of all gifts made by him during a year but for the purpose of determining the rate of duty, the gifts made during the four years preceding the year will be aggregated. Such aggregation will, of course, be made only in respect of gifts made after the date this tax comes into force. Gifts upto a total value of Rs. 10,000 in any one year will be exempt and if the value of gifts made during any year exceeds this sum, only the excess will be subjected to tax. This basic exemption of Rs. 10,000 will be reduced to Rs. 5,000 if gifts to any one individual donee during a year exceeds Rs. 3,000. In addition to this basic exemption, there are other exemptions, important among which are:—

(a) gifts to Central and State Governments, local Authorities and charitable institutions;

(b) gifts to female dependants on the occasion of marriage upto Rs. 10,000 in each case;

(c) gifts to one's wife upto a total limit of Rs. 1 lakh;

(d) gifts to dependants of policies of insurance upto Rs. 10,000 for each.

The rates of tax will be the same as for the Estate Duty, the only difference being that the first slab of Rs. 50,000 will not be exempted from the tax. The rates of tax range from 4 per cent. on the first slab to 40 per cent on gifts over Rs. 50 lakhs. The administrative set up and the procedure for assessment, appeal and collection of tax will be the same as for Income Tax, Wealth Tax and Expenditure Tax.

The main object of this tax is to plug a loophole in the other tax statutes. Its importance cannot, therefore, be adequately measured in terms of the amount of revenue it brings in directly. We have no reliable data for making an estimate of the yield, and on a rough guess the yield from the Gifts Tax has been placed at Rs. 3 crores. A bill for the levy of this tax is being introduced separately.

My second proposal is to make certain amendments in the Estate Duty Act. The actual collections of Estate Duty have fallen short of even the modest expectations we had at the time of passing that measure. This is partly due to the practice of making large gifts *inter vivos* which will hereafter, be checked by the levy of the Gift Tax It is also partly due to the numerous concessions provided in the Act itself, and I propose to reduce some of them. The important changes are:—

(a) The exemption limit will be reduced from Rs. 1,00,000 to Rs. 50,000.

(b) Only one-half of the probate duty or court fees paid on succession certificates will be allowed as a deduction from estate duty instead of the full amount as at present.

(c) Gifts other than those for charitable purposes made within a period of two years of two years prior to death are now subjected to estate duty. It is proposed to increase this period to five years, as recommended by the Taxation Enquiry Commission. Gifts on which gift tax has been paid will not be taken into account.

(d) The value of coparcenery interest in Hindu Undivided Families will be taxed at the rate applicable to the value of the estate of the branch of the family concerned.

The effect of these changes will be to increase the revenue by Rs. 50 lakhs which will accrue wholly to the States.

Honourable Members are aware that the Estate Duty Act has departed from the other fiscal statutes in vesting the appellate powers with the Central Board of Revenue. Now that we have gained some experience in the working of this Act, it is proposed to bring the appellate procedure in line with the provisions in the Income Tax, Wealth Tax and Expenditure Tax Acts. A bill amending the Estate Duty Act is being introduced separately.

So far as Income Tax is concerned, no major change in the rate structure is proposed to be made. For the next financial year the basic rates of tax, together with the special surcharges in operation for the current financial year, will continue. The only change which I propose to make is in regard to the excess dividend super-tax payable by Section 23A companies. At present, the excess dividend tax rates for all companies are 10 per cent, 20 per cent and 30 per cent on the slabs of dividends over 6 per cent, 10 per cent and 18 per cent, respectively, of capital. For the financial year 1958-59, I propose to fix the excess dividend tax rates for Section 23A companies only in two slabs, 10 per cent on the slab of dividends over 6 per cent of capital and 20 per cent on the slab over 10 per cent of capital. This change is desirable as under the Act these companies are required to distribute the whole or a large proportion of their profits to the shareholders. It is not possible to estimate the loss of revenue in this proposal, but it is likely to be very small.

I also propose to make a change in the substantive income-tax law in regard to "Development Rebate". At present, this rebate is allowed uniformerly at 25 per cent. of the cost of the new machinery or plant and is available for ships as well. While this rate of 25 per cent. is adequate for new plant and machinery in general, I think some further concession is necessary for the shipping industry. I propose, therefore, to increase the rate of development rebate for ships to 40 per cent. Simultaneously, the conditions for the grant of development rebate will be tightened as some instances of abuse of this concession have come to notice.

In addition to these, the Finance Bill contains some amendments relating to income-tax law, some of which are intended to check evasion while some others are only of a clarificatory nature. To mention the more important of them, the definition of 'technician' is proposed to be made stricter to ensure that the exemption is not secured to a person who is not legitimately entitled to it. It is also proposed to confer on the Central Board of Revenue the power to make rules laying down the basis for valuing perquisites in kind, like rent-free quarters, free use of conveyances etc., so that some uniformity is secured in the basis of assessment.

Before leaving the subject of income-tax, I should like to mention a change in regard to the exemption from tax of payments made to employees for leave passages. Such exemption is now granted only if the payments are made under certain rules framed by Government. This leads to a large volume of administrative work not commensurate with the results and these rules are proposed to be withdrawn.

In regard to the Wealth Tax, the only change proposed is to exempt a foreign citizen from payment of the tax on his foreign wealth, even though he may be resident or ordinarily resident in India. This was the intention of the Select Committee when the provisions of the Bill were discussed by them but the intention has not been

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secured by the language of the provision as it now stands.

I now turn to the field of indirect taxation. In regard to Union Excise Duties the only major change I propose is the increase in the rate of duty on Cement from Rs. 20 per ton to Rs. 24 per ton. This increase will not, however, raise the issue price of cement as it is proposed simultaneously to withdraw the surcharge at present levied by the State Trading Corporation. The additional revenue of Rs. 2·24 crores from this will be utilised for road development.

Certain minor amendments, mainly of a clarificatory nature, are also being made and I need not dilate on them here. I should, however, refer to two changes which are being made immediately by notification. Firstly, for powerlooms producing cotton textiles it is proposed that the concession of paying duty at compounded rates should no longer be available to establishments having more than 100 looms. Simultaneously, the compounded rates applicable to units having 25 to 100 powerlooms are being suitably enhanced in two stages. This would bring in an additional revenue of Rs. 83 lakhs. Secondly, the rate of duty on vegetable products is being lowered for the first 3,000 tons cleared by each factory. This would give substantial relief to the smaller producers and will cost the Exchequer Rs. 24 lakhs per annum.

Coming to Customs Duties, only a few minor adjustments and verbal changes are being made in the Tariff Schedule to remove some anomalies or doubts. The only change of any significance is the introduction of the alternative *ad valorem* rate of duty in respect of expensive varieties of artificial silk yarn, like nylon, perlon, etc.; as far as the other yarns, such as viscose, are concerned, the rate of duty is being left unchanged. The financial effect of these changes will be negligible.

The net effect of the taxation proposals may now be summarised. The tax on gifts will bring in Rs. 3 crores, the changes in the Estate Duty Rs. 50 lakhs, the increased duty on cement Rs. 2·24 crores and the adjustments in the excise duty on cloth Rs. 83 lakhs, a total sum of Rs. 6·57 crores, of which Rs. 50 lakhs will accrue to the State. The reduction in the excise duty on vegetable products will involve a loss of Rs. 24 lakhs leaving the net additional revenue at Rs. 5·83 crores. This will leave a final deficit of Rs. 27·02 crores which I propose to leave uncovered.

The coming year, which will be the third year of the Plan, is bound to be one of difficulty calling for a considerable measure of sacrifice on the part of everyone. It is unnecessary to reiterate that the plan of development the country has set before itself has to be implemented whatever the sacrifice that may be called for because without economic development we cannot bring relief and prosperity to the millions of our countrymen who have suffered for so long from the curse of poverty. The crisis through which we are passing is a crisis of development, a crisis of resources. We must try to produce more, export more and save more to find the resources for implementing the Plan. In the budget for the coming year we have set ourselves high targets for both taxation and borrowing. I have no doubt in my mind that these targets are not beyond our capacity provided there is a sense of discipline and a sense of urgency in the country. I am sure the efforts to realise the resources planned for the coming year will be forthcoming.

We live in an age of revolutionary changes when the development of science and technology has opened out vast avenues of human progress. We also live at a time when a great part of the resources of the world is being directed to preparations for war and the production of terrible weapons of mass destruction. While space travel

beckons to us and the vast expanses of the universe almost appear to be in our reach, the horizon of our minds is limited by fear and the shadow of terrible disaster hangs over us. How can we and others raise ourselves above fear and hatred and the petty conflicts that are so out of place in the new world that is taking shape? How can we in India function with courage and unity and grasp with strong hands and stout hearts at this future? It has been given to us of this generation to face mighty problems and to achieve great results. We can only serve our people or the world if we hold to our ideals and live up to them.

This budget statement is a minor event in our march forward. We have to look at it in the perspective of what we have to do and what we have to achieve. Above all, we have to realise that our success depends on ourselves and not on others, on our own strength and wisdom, on our unity and co-operation and on the spirit of our people whom we are privileged to serve.

FINANCE BILL†

The Prime Minister and Minister of External Affairs and Finance (Shri Jawaharlal Nehru): I beg to move for leave to introduce a Bill to give effect to the financial proposals of the Central Government for the financial year 1958-59.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to give effect to the financial proposals of the Central Government for the financial year 1958-59".

The motion was adopted.

Shri Jawaharlal Nehru: I *introduce the Bill.

GIFT-TAX BILL†

The Prime Minister and Minister of External Affairs and Finance (Shri Jawaharlal Nehru): I beg to move for leave to introduce a Bill to provide for the levy of Gift-tax.

Mr. Speaker: The question is:

"That leave be granted to introduced a Bill to provide for the levy of Gift-tax".

The motion was adopted.

Shri Jawaharlal Nehru: I *introduce the Bill.

ESTATE DUTY (AMENDMENT) BILL†

The Prime Minister and Minister of External Affairs and Finance (Shri Jawaharlal Nehru): I beg to move for leave to introduce a Bill further to amend the Estate Duty Act, 1953.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill further to amend the Estate Duty Act, 1953".

The motion was adopted.

Shri Jawaharlal Nehru: I *introduce the Bill.

18.06 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Monday, the 3rd March, 1958.

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*Introduced with the recommendation of the President.

†Published in the Gazette of India Extraordinary Part II—Section 2, dated 28-2-58 pp. 263—88, 289—319 and 320—343.

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